

Township of Howick Council Agenda Tuesday, December 9, 2025, at 7:00 p.m. Howick Council Chambers

1. Call to Order

2. Confirmation of the Agenda

Recommended Motion:

That the Council of the Township of Howick hereby adopts December 9, 2025, Council Agenda as presented.

3. Declaration of Pecuniary Interest under the "Municipal Conflict of Interest Act"

4. Minutes of Previous Meetings

Recommended Motion:

That the Council of the Township of Howick hereby adopts the following minutes:

4.1 November 18, 2025 Council Meeting Minutes

5. Public Meetings/Hearings

None.

6. Delegations and/or Presentations

6.1 Anne Peglar, Community Improvement and Beautification

As a representative of the Howick Community Improvement and Beautification Committee we would like to explore the possibility of expanding Howick Townships By-Law Enforcement time, budget and capabilities.

6.2 Kim Spratt, By-Law Enforcing Snow Removal on Sidewalks

Requesting council create a by-law that requires Howick residents to keep their sidewalks clear of snow during the winter months.

7. Consent Agenda

Items on the Consent Agenda are considered routine and are enacted in one motion. Prior to the motion being voted on, any Council Member may request that one or more items be removed from the Consent Agenda and discussed and/or voted on separately.

Recommended Motion:

That Consent Agenda items 7.1 to 7.4 be received for information and approved.

- 7.1 PW-2025-33, Department Update For Information Only.
- 7.2 FIR-2025-25, Department Update For Information Only.
- 7.3 REC-2025-13, Department Update For Information Only.
- 7.4 FIN-2025-39, Accounts Payable For Information Only.
- 8. Regular Agenda
 - 8.1 Planning Huron County Planner Sarah Kurtz
 - 8.1.1 Consent Application Report File C58-2025 Con 2 Lot 12, Lot 13 Howick Township 44711 Creamery Road

Recommended Motion:

That the Council of the Township of Howick support this consent application and recommended to the County of Huron that it receive conditional consent approval with the conditions outlined in the report.

- 9. Municipal Drains Drainage Superintendent Scott Richardson
- 10. Staff Reports
 - 10.1 Chief Building Official Ed Podniewicz
 - 10.2 Fire Chief/Manager of Development & Protective Services Josh Kestner
 - 10.2.1 MLE-2025-04, Future of Municipal Law Enforcement in Howick

Recommended Motion:

That the Council of the Township of Howick receive report MLE-2024-04 for information purposes;

And further that Council provide direction to staff on the preferred delivery model for municipal law enforcement in the Township of Howick;

And further that Council direct staff to include all costs associated with the preferred delivery model in the 2026 operating budget for future discussion.

10.3 Manager of Public Works - Scott Price

10.3.1 PW-2025-34, 2026 Winter Road Maintenance and Sidewalk Clearing Agreements with Trevor Tout Custom Dozing

Recommended Motion:

That the Council of the Township of Howick authorize the following two (2) Agreements:

- 1. 2026 Equipment Rental/Lease Agreement for 2005 Stirling Tandem Axle Snow Plow with Trevor Tout Custom Dozing Inc.
- 2. 2026 Sidewalk Snow Clearing Contract with Trevor Tout Custom Dozing Inc.

And That the Reeve and CAO/Clerk be authorized to execute said Agreement.

10.3.2 PW-2025-35, Solid Waste Services Agreement

Recommended Motion:

That the Council of the Township of Howick approve the Solid Waste Services Agreement between Waste Management of Canada and the Corporation of the Township of Howick;

And That Council authorize the Reeve and CAO/Clerk to execute said agreement on behalf of the organization.

- 10.4 Manager of Recreation and Facilities Brady Ropp
- 10.5 Treasurer/Manager of Finance Amy Van Meeteren
- 10.6 CAO/Clerk Caitlin Gillis
 - 10.6.1 ADM-2025-25, Gorrie Conservation Area Maintenance Agreement

Recommended Motion:

That the Council of the Township of Howick enter into a maintenance agreement with Maitland Valley Conservation Authority for part of the Gorrie Conservation Area for the period of April 1, 2026 to October 31, 2029.

And That Council authorize the Reeve and CAO/Clerk to sign and execute the agreement.

10.6.2 ADM-2025-26, 2026 Council Meeting Schedule

Recommended Motion:

That the Council of the Township of Howick adopt the proposed meeting dates for 2026 by resolution.

11. Committee and Board Reports

Recommended Motion:

That the Council of the Township of Howick approve the following Board or Committee minutes:

11.1 Community Improvement and Beautification – Meeting Minutes, November 24, 2025

12. Correspondence

12.1 Town of Goderich – Letter to Minister of Environment, Conservation and Parks

Recommended Motion:

That the Council of the Township of Howick endorse the letter sent from the Township of Goderich to the Minister of Environment, Conservation and Parks re. provincial government to build capacity and support local solutions to watershed issues

12.2 Saugeen Conservation – Materials for Municipal Consideration Regarding the ERO Posting on Regional Conservation Authority Consolidation

Recommended Motion:

That the Council of the Township of Howick support rural CAs with targeted capacity-building measures, such as shared technical resources and funding for digital infrastructure, rather than restructuring that could reduce essential local jobs and positions that local community expects to be locally available and relied upon.

- 12.3 Board Member Resignations-Fordwich Cemetery and Wroxeter Hall
- 12.4 Huron Perth Public Health Coordination of Provincial and Federal Dental Programs, November 20, 2025
- 12.5 Ministry of Municipal Affairs and Housing Protect Ontario by Building Faster and Smarter Act, 2025 (Bill 17)
- 12.6 Maitland Conservation Membership Minutes, October 15, 2025
- 12.7 Ministry of Emergency Preparedness and Response FPT Meeting on Energy Management, November 18, 2025
- 12.8 Saugeen Valley Conservation Authority Board of Directors Meeting Minutes, September 18, 2025

- 12.9 Saugeen Valley Conservation Authority Board of Directors Meeting Minutes, October 16, 2025
- 12.10 Saugeen Conservation 2026 Draft Budget
- 12.11 Avon Maitland District School Board- Meeting Highlights November 25, 2025
- 12.12 AORS Newsletter Fall 2025
- 12.13 Ausable Bayfield Maitland Valley Drinking Water Source Protection Newsletter for Municipalities, November 2025
- 12.14 Ausable Bayfield Conservation Bill 68 Proposed New Ontario Provincial Conservation Agency and ERO #025-1257
- 12.15 Ministry of the Environment, Conservation and Parks Update on the proposed environmental assessment regulation for municipal infrastructure
- 12.16 Ausable Bayfield Conservation- Consultation on Proposed boundaries for the regional consolidation of Ontario's conservation authorities
- 13. Unfinished Business
- 14. Council Reports
 - 14.1 Council Member Reports

Reeve's Verbal Update from County Council

Verbal Update from Council Members

- 14.2 Requests by Members
- 14.3 Notice of Motions
- 14.4 Announcements
- 15. Other Business
- 16. Enactment of By-laws First, Second & Third Reading
 - 16.1 By-Law 56-2025

That the Council of the Township of Howick give first, second, third and final reading to By-law 56-2025;

Being A By-Law to Authorize the Entering into and Execution of a 2026 Rental/Lease Agreement of a 2005 Stirling Tandem Axle Snow Plow and a 2026 Sidewalk Snow Clearing Contract with Trevor Tout Custom Dozing Inc.

16.2 By-law 57-2025

That the Council of the Township of Howick give first, second, third and final reading to By-law 57-2025;

The Corporation of the Township of Howick Council Agenda December 9, 2025

Conservation Authority for the Maintenance of part of the Gorrie Conservation Area

16.3 By-Law 58-2025

That the Council of the Township of Howick give first, second, third and final reading to By-law 58-2025;

Being By-law to authorize the sale and disposition of lands known as Lot 171, Plan 276

16.4 By-Law 59-2025

That the Council of the Township of Howick give first, second, third and final reading to By-law 59-2025;

Being a By-law to authorize the sale and disposition of lands known as Part 1 (Lot 266, Plan 276), Part 2 (Part of Maitland Street Road Allowance) and Part 3 (Part of Albert Street Road Allowance) on Plan 22R-7437

16.5 By-Law 60-2025

That the Council of the Township of Howick give first, second, third and final reading to By-law 60-2025;

Being a By-law to Authorize the Execution of an Agreement to Provide Management of Solid Waste Services Between Waste Management Canada Corporation and the Corporation of the Township of Howick.

17. Confirming By-law

17.1 By-law 61-2025

That the Council of the Township of Howick give first, second, third and final reading to By-law 61-2025;

Being a By-law to Confirm the Proceedings of the Council meeting held on December 9, 2025.

18. Adjournment

Recommended Motion:

That the Council of the Township of Howick adjourn the December 9, 2025 Council meeting at ___: _ p.m.



Township of Howick Council Minutes Tuesday, November 18, 2025, at 9:00 a.m. Howick Council Chambers

1. Call to Order

Reeve Harding called the meeting to order at 9:00 a.m. and welcomed everyone in attendance.

2. Confirmation of the Agenda

Moved by: Councillor Rognvaldson

Seconded by: Councillor Grimes

That the Council of the Township of Howick hereby adopts November 18, 2025, Council Agenda as presented.

Carried.

3. Declaration of Pecuniary Interest under the "Municipal Conflict of Interest Act"

None Declared.

4. Minutes of Previous Meetings

Moved by: Deputy Reeve Gibson

Seconded by: Councillor Grimes

That the Council of the Township of Howick hereby adopts the following minutes:

4.1 October 21, 2025 Council Meeting Minutes

Carried.

5. Public Meetings/Hearings

None.

6. Delegations and/or Presentations

7. Consent Agenda

Items on the Consent Agenda are considered routine and are enacted in one motion. Prior to the motion being voted on, any Council Member may request that one or more items be removed from the Consent Agenda and discussed and/or voted on separately.

Moved by: Deputy Reeve Gibson

Seconded by: Councillor Rognvaldson

That Consent Agenda items 7.1 to 7.6 be received for information and approved.

7.1 BLDG-2025-03, Third Quarter Building Report Summary For Information Only.

Reeve Harding called upon Chief Building Official Podniewicz to speak on his department update. It was outlined that the total permits issued last year at this time was 69, compared to this 92 to date in 2025. Total permit value in the third quarter of 2024 was \$9.6 million compared to this year at \$16.1 million. The budget target has been met for 2025 with a significant increase, which means there will be a good amount of money to put back into the reserve fund.

- 7.2 PW-2025-28, Department Update For Information Only.
- 7.3 FIN-2025-36, Accounts Payable For Information Only.
- 7.4 FIN-2025-37, 2026 OMPF Funding & OCIF Funding For Information Only.
- 7.5 ADM-2025-21, Administration Department Update For Information Only.
- 7.6 PLN-2025-03, Bill 60, Fighting Delays, Building Faster Act, 2025 Proposed Planning Changes For Information Only.

Carried.

8. Regular Agenda

- 8.1 Planning Huron County Planner Sarah Kurtz
 - 8.1.1 Consent Application Report File C47-2025 Con 13 Lot 33, Howick Township 46358 Salem Road

Huron County Planner Sarah Kurtz presented her update on consent application C47-2025 (46358 Salem Road) that was deferred at the last council meeting due to concerns in relation to the easement. It was stated that the planning department is not prepared to remove the condition based on discussion with the applicant and the planning dept. Landowner and applicant prefer this approach considering it maintains a regular parcel shape and the geothermal bed is designed to be farmed overtop. The landowner clarified that the header to the geothermal bed is located on the severed portion and is usually where all the issues take place once they arise. Council have directed Planner to proceed with option 1

Moved by: Deputy Reeve Gibson Seconded by: Councillor Hargrave

That the Council of the Township of Howick hereby recommend approval of consent application file number 47-2025, owner John Dunn, Con 13, Lot 33, Township of Howick (46358 Salem Road) with the recommended conditions.

Carried.

8.2.1 Consent Application Report – File C41-2025 – Con 8 Pt Lot 11 & Con 7 Pt Lot 11, 89094 McIntosh Line and 44524 Gough Road

This planning application was submitted by Sanford Zimmrman. The purpose of this application is to sever 53 acres from the 193-acre subject property for retirement planning. This application follows the guidelines outlined in Howick Official Plan. No concerns from the public or staff. It is recommended that Howick support this application. No questions from council.

Moved by: Councillor Grimes

Seconded by: Councillor Rognvaldson

That the Council of the Township of Howick hereby recommend approval of consent application file number C41-2025, owner Sanford Zimmerman, Con 8 Pt Lot 11 & Con 7 Pt Lot 11, Howick Township (89094 McIntosh Line and 44524 Gough Road) with the recommended conditions.

Carried.

- 9. Municipal Drains Drainage Superintendent Scott Richardson
- 10. Staff Reports
 - 10.1 Chief Building Official Ed Podniewicz
 - 10.2 Fire Chief/Manager of Development & Protective Services Josh Kestner
 - 10.2.1 FIR-2025-24, Utility 2-7 Replacement

Staff are requesting direction for the disposal and replacement of utility 2-7. SUV 2-1 was replaced with the Ford E350 van which was to be designated as the utility vehicle and for the Fire Chief to drive Utility 2-7 until the end of its life. It has been determined that there is something mechanically wrong with the 2-7 truck. Repairs quotes range between \$9,000.00 – \$12,000.00 to repair the engine issue. Staff are not recommending repairing the vehicle due to the age of the vehicle. Trade-in value is very minimal as the vehicle was purchased by Public Works and used by Public Works from 2014-2019. Multiple options outlined in the report such as purchasing a new or used truck. An additional option would be to defer the purchase and continue to

The Corporation of the Township of Howick Council Minutes November 18, 2025

drive the van for now. Doing this defeats the intended purpose, adding additional unnecessary kilometers. There have been three offers on 2-7, Leslie Ford \$1500.00, a trade-in from Chrysler of \$4,000.00 and DM Auto \$3,000.00, plus forgiving of a bill we owe them for diagnostics. Staff outlined that Gov Deals is a possibility and we may get more money by putting a reserve bid of \$6,000.00 on it.

Council is recommending proceeding with Option 2, purchasing the used truck found by the Manager of Development and Protective Services/Fire Chief. Staff will inquire about the option of additional warranty from the dealership on the used truck. Direction to staff was also given to proceed with disposal of the truck on Gov Deals, with a reserve bid of \$6000.

Moved by: Deputy Reeve Gibson Seconded by: Councillor Grimes

That the Council of the Township of Howick receive this report for information purposes;

And that Council provide direction to staff regarding the disposal and replacement of Utility 2-7 (2014 Ram 1500);

And that Council allow up to \$45,000.00 from the Fire Reserve for a used replacement vehicle and associated setup costs.

Carried.

10.3 Manager of Public Works - Scott Price

10.3.1 PW-2025-29, Landfill Operations and Receiving Location

GEI came out to the landfill with staff to lay out the receiving area, so staff were able to visualize what the new receiving area of the Landfill is to look like. Staff have determined that the west side of the scale seems to be a better location for the receiving area, as it will have a large cost savings when it comes to fill. It will also allow better traffic flow and the Township owns more acreage on the west side. GEI has no concern moving everything to the west side. No new drawings required, they will just be flipped.

Moved by: Councillor Rognvaldson Seconded by: Councillor Hargrave

That the Council of the Township of Howick receive report PW-2025-29,

Amendment to Howick Landfill Operations and Receiving Location for information; And That Council support changing the operating and receiving area to the west side of the driveway from the east side.

Carried.

10.3.2 PW-2025-30, Landfill Grinding

Staff expressed that we are trying to reduce the amount of burning of larger brush and trees at the landfill and since then the pile has grown quite significantly through the summer along with the pile of shingles. Sittler Grinding Inc. met the Public Works Manager on site and was quite impressed as to how clean the pile was. Once the shingles, building waste and brush is ground, it will be used as top cover throughout the winter and into 2026 because it does not freeze. In the 2025 budget, \$44,000.00 was allocated for tree removal, which will be completed in-house.

Moved by: Councillor Grimes

Seconded by: Councillor Hargrave

That the Council of the Township of Howick receive report PW-2025-30, for information;

And That Council approve that Landfill Grinding be completed by Sittler Grinding Inc. in late 2025.

Carried.

10.3.3 PW-2025-31, Disposal of 2025 Vermeer BC1000XL Woodchipper

Staff are requesting the township declare the Vermeer woodchipper surplus. Vermeer offered a very low offer if it was sold back to them. The Town of Minto was contacted, and they are in the market for a chipper. We will be taking a total loss of \$1,473.00. Council discussed that if we are not using it, sell it.

Moved by: Councillor Rognvaldson

Seconded by: Deputy Reeve Gibson

That the Council of the Township of Howick declare the 2025 Vermeer BC1000XL Diesel Woodchipper to be surplus to the needs of the Township of Howick;

And That Council direct staff to proceed with disposal by purchase and sale agreement with the Town of Minto.

Carried.

10.3.4 PW-2025-32, 2026 Sidewalk Snow Clearing Contract for the Village of Gorrie

Staff are requesting the renewal of sidewalk snow removal contract in Gorrie. No changes in dollar values. Staff would like to continue with the same contractor in 2026.

Moved by: Deputy Reeve Gibson

Seconded by: Councillor Rognvaldson

That the Council of the Township of Howick authorize the 2026 Sidewalk Snow Clearing Contract with Steve Vogel of Steve's Landscaping and Construction;

And That the Reeve and CAO/Clerk be authorized to execute said Agreement.

Carried.

- 10.4 Manager of Recreation and Facilities Brady Ropp
- 10.5 Treasurer/Manager of Finance Amy Van Meeteren

10.5.1 FIN-2025-38, 2026 Cost-of-Living Adjustment

Staff are recommending Council approve a cost-of-living adjustment of 2% for the 2026 salary grid. This was the average inflation rate for the period of October 1, 2024 to September 30, 2025. As per the Salary Administration Policy, the annual cost of living adjustment is at the discretion of Council. Staff are seeking approval in order to incorporate accurate costs into draft #1 of the 2026 budget.

Council suggested and discussed a potential wage freeze, and no cost-of-living adjustment. Councillor Hargrave feels that Council receives the budget piece meal instead of all together.

Staff expressed that this annual adjustment is due to inflation and should not be considered a raise. It is done to keep our salary grids close to market and complying with pay equity legislation and to keep employee's purchasing power on par with inflation. Staff explained that the current salary grid that was developed by Pesce and Associates through the 2024 Pay Equity and Compensation Review has each position graded based on responsibilities, with five steps on the grid with a difference of 4% between each step. Council passed the salary administration policy in 2024 that staff would receive an annual increase to the next step of their salary grid with above satisfactory performance. This was after a wage freeze took place in 2023.

Council suggested an overall 3% increase instead of the 2% cost of living adjustment and a step increase for employees who qualified. Direction was provided to department heads to discuss with staff and provide Council with feedback on the 3% overall increase proposal. Reeve Harding requesting deferral.

10.5.2 FIN-2025-39, 2026 Council Remuneration Review

This report was skipped.

10.6 CAO/Clerk Caitlin Gillis

10.6.1 ADM-2025-22, Disposal of Parts of Unopened Road Allowances and Lots, Plan 276, Gorrie.

Staff are recommending the disposal of two unopened road allowances and 1 lot located along Martin Street in Gorrie. Adjacent landowners on Martin Street in Gorrie would like to purchase the Albert St. unopened road allowance to build a storage shed next to their property. The other properties they already maintain.

Staff completed a fair market value valuation done on the property. Neighbours were consulted about Lot 171 and land surveyors completed surveys. The drain along Martin Street was camera-ed and it was recommended that a 6-meter easement be registered on title for future maintenance needs. Maitland Valley consulted on site, verbal approval received to proceed with their storage shed within the floodplain. All lots are considered unviable lots as they would not qualify to receive a building permit on their own. All purchases to be merged with the applicants lot upon closing.

Moved by: Councillor Grimes

Seconded by: Councillor Hargrave

That the Council of the Township of Howick declare its intent to stop up and close Part 2, being part of Maitland Street and Part 3, being part of Albert Street, as identified in Plan 22R-7437, Gorrie;

And That a by-law be returned for consideration at a future meeting of Council to convey Part 1, Part 2 and Part 3 on Plan 22R-7437, Gorrie;

And That a by-law be returned for consideration at a future meeting of Council to convey Lot 171, Plan 276, Gorrie.

Carried.

10.6.2 ADM-2025-23, Township of Howick Licenced Child Care Centre

In the report there is a second draft of drawings of the proposed childcare facility and data to reflect waitlists in surrounding municipalities. There are no licensed childcare facilities in Howick. Ontario has set a target of 37% access to licensed childcare. Howick and all surrounding communities are well below this rate.

Huron County Children Services has committed \$2 million dollars in infrastructure funding to be allocated to Howick for the construction of the new facility. Staff expressed that this will have a large financial impact to the municipality and local young families due to the lack of licenced childcare in Howick. With the second draft of the drawings, cost estimates are sitting

around \$5 million, but staff are working on amending the drawings to bring down that figure and to determine a final cost including all furniture and millwork required.

This is a long-term, forward-thinking investment for Howick and will assist with economic development. Council discussed a initial cost estimate of \$2 million that had previously been brought by the Manager of Recreation. Would like to know where these costs work with the infrastructure spending recommended in the new asset management plan. Council suggest staff continue to work on the drawings to scale the cost of the project back. A recorded vote was requested and the motion carried as follows:

Moved by: Deputy Reeve Gibosn

Seconded by: Councillor Rognvaldson

That the Council of the Township of Howick hereby receives the report prepared by the CAO/Clerk, regarding the feasibility of and need for a licenced child care centre for Howick Township;

And That Council directs the CAO/Clerk to share Howick Council's endorsement of the construction of a Licenced Child Care Facility in Howick Township with the Children's Services Department of Huron County;

And That the CAO/Clerk requests that a Start Up Service Agreement for the construction of a Licenced Child Care Facility in Howick be finalized and executed, with the Reeve and CAO/Clerk authorized to execute all relevant documents;

And That staff proceed with applying for a licence to operate a licenced child care facility with the Ontario Ministry of Education and incorporate the necessary costs to build and operate a licenced child care facility into the 2026 Municipal Budget.

Yea (3): Reeve Doug Harding, Deputy Reeve Megan Gibson, Councillor Rosemary Rognvaldson.

Nay (2): Councillor Doug Hargrave, Councillor Marvin Grimes.

Carried (3 to 2).

11. Committee and Board Reports

Last night there was a meeting with CAO/Clerk and the Belmore Area Board. The Reeve of South Bruce was also in attendance, as well as Breanne Chapman from Mcdonagh Insurance and Tony Commissio from Intact Public Entities to answer the board's questions about their insurance coverage through the Township. Staff fell as though the meeting went well and lots of questions got answered.

Councillor Rognvaldson expressed some concern regarding the feedback received from the Community Improvement and Beautification committee.

Because a lot of their requests are for an increase in By-law Enforcement, Council may want to consider a contract by-law position of an individual or a company for a year to try and clean up some of the mess we have going on. Requesting the By-law office bring options for the 2026 budget process.

Moved by: Councillor Rognvaldson Seconded by: Deputy Reeve Gibson

That the Council of the Township of Howick approve the following Board or Committee minutes:

- 11.1 Community Improvement Committee Minutes- October 20, 2025
- 11.2 Belmore Arena Board Minutes- September 15, 2025

Carried.

- 12. Correspondence
 - 12.1 Municipality of South Huron Removing HST/GST from New Homes to Support Housing Affordability
 - 12.1.1 Howick Minor Hockey Association Reduced Rental rate and Increased Bar Profits

Manager of Recreation and Facilities expressed that external groups should not receive a reduced rental rate as they are not an internal board or committee.

Moved by: Councillor Grimes Seconded by: Councillor Rognvaldson

That the Council of the Township of Howick approve the increased bar profits to the Howick Minor Hockey Association for the Dinner and Dance on November 22, 2025

Carried.

- 12.2 B&W Trail Blazers MOU Snowmobile Trail Land Use Permission
- 12.3 Gorrie Residence Concerns- Maitland Valley Conservation
- 12.4 United Way Perth-Huron- Northern Huron Connection Centre funding request, October 28, 2025
- 12.5 Bruce Power Donation for CSWB for Huron
- 12.6 Avon Maitland District School Board- Board Meeting Highlights, October 28, 2025

- 12.7 Huron County Christmas Bureau- Donations, October 10, 2025
- 12.8 Saugeen Valley Conservation Authority- Board of Director Meeting, September 18, 2025
- 12.9 Saugeen Valley Conservation Authority Province of Ontario Creating a new Conservation Authority Agency
- 12.10 Ministry of Municipal Affairs and Housing Amendments to the development Charges Act, 1997
- 12.11 Howick Family Festival Meeting Minutes October 20, 2025
- 12.12 North Huron Community Food Share- Appeal for Financial Assistance, October 14, 2025
- 12.13 Maitland Conservation Membership Minutes September 17, 2025
- 12.14 Western Ontario Funders Forum Wardens Caucus
- 12.15 Ministry of Housing and Affairs Fighting Delays, Building Faster Act, 2025 (Bill 60).
- 12.16 Saugeen Valley Conservation Environmental Registry Posting on Conservation Authorities
- 12.17 United Way Perth Huron Fundraiser/ Donation Presentation
- 12.18 Huron Perth Lakers Request for Meeting to Discuss Ice Allocation and Priority Scheduling for Huron Perth Lakers Hockey Association

13. Unfinished Business

14. Council Reports

14.1 Council Member Reports

Reeve's Verbal Update from County Council

Reeve Harding participated in the economic development strategic planning meeting with Huron County.

- 14.2 Requests by Members
- 14.3 Notice of Motions
- 14.4 Announcements
- 15. Other Business
- 16. Enactment of By-laws First, Second & Third Reading

Moved by: Councillor Grimes

Seconded by: Councillor Rognvaldson

That the Council of the Township of Howick give first, second, third and final reading to By-laws 53, and 54-2025.

16.1 By-law 53-2025

That the Council of the Township of Howick give first, second, third and final reading to By-law 53-2025;

Being A By-Law to Authorize the Entering into and Execution of a 2026 Sidewalk Snow Clearing Contract with Steve's Landscaping and Construction.

16.2 By-Law 54-2025

That the Council of the Township of Howick give first, second, third and final reading to By-law 54-2025;

Being By-law to stop up and close a portion of the road allowances known as Maitland Street and Albert Street in Plan 22R-7437, Gorrie.

Carried.

17. Closed Session

Moved by: Councillor Rognvaldson

Seconded by: Deputy Reeve Gibson

That a closed meeting of Council of the Township of Howick be held on Tuesday, November 18, 2025 at 11:37 a.m. in the Council Chambers of the Township Office, in accordance with Section 239(2) of the Municipal Act, 2001, as amended, for the purpose of considering the following matters:

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

Carried.

Agenda moved to Closed Agenda at 11:37 a.m.

Council to refer to Closed Agenda for November 18, 2025

Agenda Returned to Open Agenda at 11:58 a.m.

18. Motion to Reconvene into Open Session and Reporting Out

Moved by: Councillor Rognvaldson

Seconded by: Deputy Reeve Gibson

That the Council of the Township of Howick reconvene into Open Session at 11:58

a.m.

Carried.

Reeve Harding reported that Council met in Closed Session to discuss a matter involving actual or potential litigation regarding a municipal road allowance.

19. Confirming By-law

19.1 By-law 55-2025

Moved by: Councillor Grimes

Seconded by: Deputy Reeve Gibson

That the Council of the Township of Howick give first, second, third and final reading to By-law 55-2025;

Being a By-law to Confirm the Proceedings of the Council meeting held on November 18, 2025.

Carried.

20. Adjournment

Moved by: Councillor Hargrave

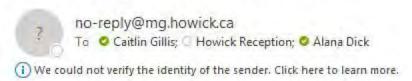
Seconded by: Councillor Grimes

That the Council of the Township of Howick adjourn the November 18, 2025 Council meeting at 11:59 a.m.

Carried.

Reeve, Doug Harding	CAO/Clerk Caitlin Gillis

Council Delegate Request Form Submission





Council Delegation Request Form

First Name:

Anne

Last Name:

Peglar



Are you representing a group?

What is your preferred meeting date to appear as a delegation?

2025-01-01

Please indicate how you intend to interact with the Council Meeting

In person

Please describe the issue you intend to present

As the Howick Community Improvement and Beautification Committee we would like to explore with council the possibility of expanding Howick Township's bylaw enforcement capabilities to more effectively address resident's ongoing concerns and issues with township enforcement.

Please indicate specific actions you would like Council to take.

We would like the township to consider an expansion of the current time and budget allotments to allow for a much expanded enforcement program..

Staff Report # (if known)

No response.

Please provide your comments in support or opposition to the staff recommendation

No response.

Do you require any accessibility accomodations?

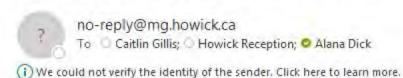
Optional: Upload the written submission that you wish to share with Council

No response.

2025-11-28 10:57:01

2025-11-28 10:57:04

Council Delegate Request Form Submission



Council Delegation Request Form

First Name:

Kim

Last Name:

Spratt

Email:



Are you representing a group?

200

What is your preferred meeting date to appear as a delegation?

2025-12-09

Please indicate how you intend to interact with the Council Meeting

In person

Please describe the issue you intend to present

To have council create a by-law that requires Howick residents to keep their sidewalks clear of snow during the winter months.

Please indicate specific actions you would like Council to take.

To create a by-law enforcing snow removal for sidewalks.

Staff Report # (if known)

No response.

Please provide your comments in support or opposition to the staff recommendation

No response.

Do you require any accessibility accomodations?

No

Optional: Upload the written submission that you wish to share with Council

No response.

2025-12-03 20:44:38

2025-12-03 20:44:41



Report: PW-2025-33

Township of Howick

Department: Public Works

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: Department Update

1. Recommendation:

That the Council of the Township of Howick receive report PW-2025-33, Department Update for information

2. Purpose/Issues:

Staff are providing this report to update Council on a variety of activities that have occur in the Public Works department

3. Report Highlights:

- Winter operations have started.
- Scale is to be delivered December 9th to the Howick landfill site. Hydro and fiber installation to scale house will take place next.
- Joe Johnson Equipment delivered the Roll-off bins.
- A draft copy of the Roads Needs Study has been received by BM Ross.

4. Financial Implications:

None.

5. Conclusion / Next Steps:

Staff provide information monthly to keep Council and residents informed as to the operational tasks being performed by the Public Works department.

December 9, 2025 **Report:** PW-2025-33

6. Attachments:

Appendix A : Draft Roads Needs Study

Respectfully submitted by: Scott Price, Manager of Public Works

TOWNSHIP OF HOWICK

ROAD MANAGEMENT STUDY 2025



TOWNSHIP OF HOWICK

ROAD MANAGEMENT STUDY 2025

November 20, 2025

B. M. ROSS AND ASSOCIATES LIMITED

Engineers and Planners 62 North Street Goderich, Ontario N7A 2T4 Phone: (519) 524-2641

www.bmross.net

File No. 13008

TABLE OF CONTENTS

1.0	PURPOSE	I
2.0	SCOPE OF THE STUDY	1
3.0	ASSESSMENT AND PRIORITIZING METHODOLOGY	2
3.1	Inventory of Road Sections	2
3.2	Condition Assessing	3
3.3	Assumed Life Expectancy of Road Types	5
3.4	Methodology to Prioritize Improvements	6
4.0	SUMMARY OF ROAD DATA COLLECTED	8
5.0	NORMAL MAINTENANCE NEEDS (FIXED COSTS)	11
6.0	GENERAL COMMENTS ABOUT THE ROAD SYSTEM	
6.1	High-Class Bituminous Roads	
6.2	Low-Class Bituminous Roads	
6.3	Gravel Roads	13
7.0	SPECIFIED MAINTENANCE AND CONSTRUC ON NEEDS	13
7.1	Asphalt Surfaced vs Gravel Surfac d ads	
7.2	Considerations for Geotechnical Inv tigation	16
8.0	RECOMMENDED IMPROVEMENT PROGRAM AND EXPENDITURE FORECAS	Г 16
9.0	REGULATION UPDATE	18
10.0	UPDATING THE PL N	19
	LIST OF FIGURES	
Figure	No. 1 S mple Ro Appra al Sheet	3
Figure		
Figure		
Figure		
1 18011		10
	LIST OF TABLES	
Table	1 Assumed Probable Useful Life Expectancy for Roads Based on Traffic Range	5
Table 2	2 Inventory by Road Surface	8
Table 3	3 Inventory by Road Cross Section	8
Table 4	Theoretical Kilometres of Improvements per Year Required to Maintain Road System	9
Table :		
Table	of Contents Cont'd	
Table '	7 Annual Fixed Cost Budget	11
Table 8	8 Benchmark Construction Costs for Year 2025	13

Table 9	Probable cost per km/yr to Maintain Gravel and Asphalt Roads		
Table 10	10 Summary of Capital Improvement Costs by Proposed Year of Need		
Table 11	Total Su	ggested 10 year Expenditure Forecast for Road Improvements	
Table 12	Classific	cation of Highways	
		LIST OF APPENDICES	
Appendix A	A-1 1	Inventory Summary Sheet Sorted by Road Section Number	
Appendix A	A-2 1	Inventory Summary Sheet Sorted by Road Name	
Appendix 1	B-1 I	Maps – Surface Type	
Appendix 1	B-2	Traffic Volume and Maintenance Class Maps	
Appendix (C-1 I	Detailed Benchmark Cost Breakdowns	
Appendix (C-2 I	Priority Score Calculation Factors for Roads	
Appendix (C-3 (Cost Comparison Between Gravel, LCB an HCB Road Typ s	
Appendix 1	D-1 I	Road Construction Needs Sorted by Pro osed Year of Work an Priority Score	
Appendix l		Recommended Road Maintenance N ds Sorte by Traffic Range and Section Number	
Appendix 1	D-3 I	Road Needs Priority Score Sorted by Priority Score	
Appendix l	E-1 I	Maps – Proposed Year of W rk	



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TOWNSHIP OF HOWICK ROAD MANAGEMENT STUDY - 2025

1.0 PURPOSE

Roads, like anything else, suffer from the effects of "wear and tear" Unles he road system is adequately maintained by appropriate rehabilitation strategies at he proper tim it will quickly deteriorate to the point where major expenditures will be required to bring it back to acceptable standards. This neglect is an unwise and a very expensive management strategy which will result in deteriorating road conditions and higher improvement cost

This Road Management Study provides an inventory of the ex ing roads and a means for examining the physical and financial needs of the road sys e in order to pla the next five and ten year programs of action within the operating and capital budge of the wnship.

The condition assessment process used for this stu y was developed by the Ministry of Transportation of Ontario. The condition scores are determined by omparing the existing roads and streets to the predetermined standards defined in he guideles. Addi onal parameters are also assessed to help prioritize the needs. The financial need of maintaining the road ystem and addressing the deficient sections were assessed and compared with the undsepically separated by the Township to maintain the road system.

This Road Managem nt Stu has be prepared by B. M. Ross and Associates Limited (BMROSS) for the Township of H wick in gen al acco dance with the Ministry of Transportation's Inventory Manual. The road survey sed to assess the roads was undertaken in the summer of 2025.

2.0 SCOPE OF TH STUDY

This study is to help the Township prioritize the road improvement schedule in a cost-effective way and help predict future costs, assuming that the Township generally wants to maintain the current level of service of the existing roads.

Recommendations and probable costs for work to be completed over the next 5 year time period and anticipated for the 6 to 10 year time period are provided. The work in the 6 to 10 year time period is intended as a guide for future long term budgeting purposes, with the understanding that deterioration rates and repair needs are less accurate when making longer term projections. An updated needs study should be completed in five years to re-assess the condition of the roads and the priorities for the subsequent five year period.

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In general, the assessment process is divided into the following major components:

1. Prepare an inventory of the road system using information supplied by the Township, information from our previous assessment reports, and road map network data.

- 2. Review the road sections with a municipal staff member to assess the condition of the roads, note maintenance problems, preventative maintenance options, and collect historical information about repairs to road sections.
- 4. Assemble and summarize the operational cost and typical capital budget information provided by the Township.
- 5. Enter and assemble the information gathered to assess the statistical condition of the roads, issues identified during our review and develop a priority list of the needs.
- 6. Prepare the road assessment report in draft format, present it to muni ipal staff to review for comments then revise and finalize the report as per comments.
- 7. Traffic counts were provided by the Township and reviewed fo oad Class and Traffic Range.

Note: Assessment of the road sections for conformance with current provinci standards for horizontal and vertical alignment is beyond the scope of this study. If a r ad section is reco structed, conformance should be reviewed during the design stage, and the road se ion should be modifie as required. Conformance with standards of the 'uniform traffic cont devices (ignage) manuals' was not within the scope of this study.

Disclaimer: This conditional assessment was copleted by performing a visual assessment of each road section to evaluate the structural condition of the road ross-section and the condition of the road surface. We did not examine other aspects of the oad, succompleting an assessment of roadside safety, geometrics design of the road and/or evalueing the intersections and/or traffic control devices.

3.0 ASSESSMENT AND RIORITIZING ME HODOLOGY

The methodology used in this stuer assess the condition of the road sections was generally completed in accordance with the provided in accordance with the provided in accordance with the provided in the section of the road sections was generally completed in accordance with the provided in the section of the road sections was generally completed in accordance with the provided and Inventory Manual. The 1991 version provides an extensive list of parameters; however, it is not provided specific direction on how to evaluate risk and level of service being provided by the assist to satisfy the typical requirements of an asset management plan. The earlier version of anual included methodology to calculate the theoretical year of need which we have also referred to when creating the assessment process. An explanation of the procedures used to collect the data and complete in the ondition scores to prioritize the needs is outlined in this section of the report and a table summaring the priority scoring factors is provided in Appendix C-2.

3.1 Inventory of Road Sections

The Township provides the road sections to be used in the study, with the sections being divided typically by block. An inventory of each of these road sections was gathered in the field and entered onto an Appraisal Sheet as shown in Figure No. 1. Copies of the data are provided to the Township in a separate bound document from this report. Each sheet will show two road sections from the database where the information is stored. When Township staff provided previous construction information for the road sections it was included in the road appraisal sheets. This information was used to help determine the proper type of road improvement.

Boundary road sections, where costs are shared with the bordering municipality, have been included in the total inventory length. When costs are provided for these sections, the entire expected cost is indicated with no adjustment for division between municipalities.

Traffic volume ranges were either provided based on traffic count data or estimates discussed with Township staff members at the time of the field review.

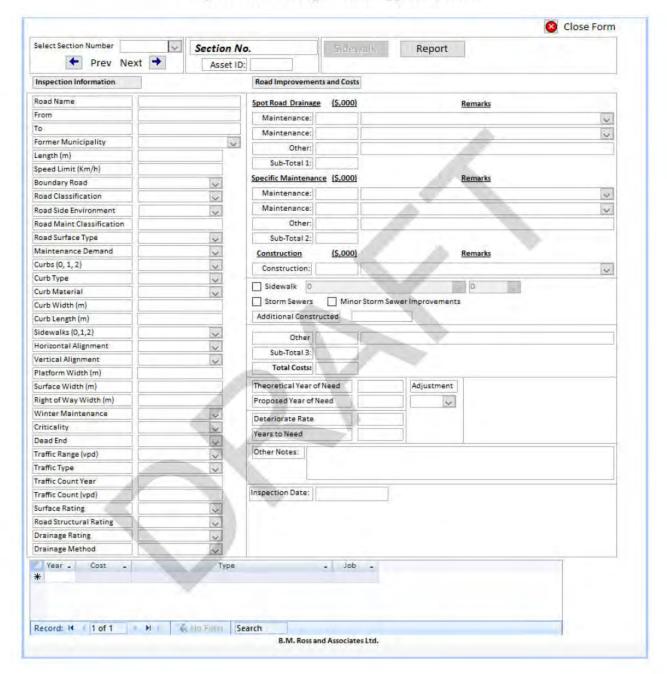


Figure No. 1: Sample Road Appraisal Sheet

3.2 Condition Assessing

During the field review, characteristics of each road section were recorded, and condition scores were assigned to each road section for the surface and structural condition taking into account the integrity of the road. Also, a drainage condition score assessing the suitability of the drainage system for the granular base of the road system was assigned for each section. These scores are based on a visual review unless municipal staff provided additional information about the performance or construction history of the road section.

As outlined in the MTO manuals, the Condition Rating numbers take into consideration the surface condition and structural adequacy of the road section based on the visual inspection. The rating numbers were assigned on a scale of 1 to 10 with the lower numbers describing those roads with the most surface and structural distress. The higher the rating numbers, the better the condition of the road. As per the 1985 version of the Manual, road sections with Surface Condition Ratings of 5 or less at the time of this Road Appraisal, or within the five-year forecast; theoretically, have a theoretical need for improvement. A cost to address the identified needs are calculated for each road section expected to deteriorate down to a condition rating of 5 within the next 10 years. However, with gravel roads that have traffic volumes of less than 50 AADT, only maintenance work would generally be recommended.

Note, condition rating numbers do not consider the road width, vertical and horizontal alignment, or an assessment of the road to determine if it's constructed in accordance with suitable standards for the amount of traffic it passes. With this way of rating, it is possible to have a oad with condition ratings of 10 but the alignment, or other components could be sub-standard. Thes ther parameters are assessed and scored separate from the condition rating and used when prioriting to needs. The scoring process elevates the priority to address needs on the road sections that have not been if it up to appropriate standards.

Note: for paved roads of either hot mix or surface treatm t, the condition ratings may be misleading because roads with a poor structural base or inadequate dr nage that have been recently resurfaced, will appear to be very good. Additional information on the rating em is contained in the M.T.O. manual.

Drainage of the road base has a significant imp ct the performance of the road and the amount of maintenance required. MTO added a drainage condition are to later versions of the Inventory Manual. With this study the drainage condition rating for end of secting is scored as good, fair or poor. The score is relative for the drainage system that appear to be provided, when compared against the optimum drainage system. No maintenance activities for the road and drainage tile ongoing the solution of the roads were not inspected as part of this report. The score is assigned seed on in remation supplied by the municipal staff about maintenance activities for the road section and visus observations at the time of review. If there is no evidence to indicate otherwise, it will be assume that the drainage system is suitable for the road section and a drainage rating of good discontant.

Note, BMROSS hanged the cond ion assessment scoring system in 2019 to better reflect the guidelines set out be the 1991 MT manual and to try and make the scores more transparent. Previously, the condit in ratings only include one condition score that took into considering both the structural base and the surface ondition for each road section. Most road condition assessment scoring systems, including PCI, only look at the condition of the road surface. Our revised rating system includes a surface condition, that is similar to those other programs but also includes a structural base score. We feel this help us to better understand the road condition and determine a more appropriate reconstruction method. For example, a gravel road surface can be restored to good condition with a few passes of the grader, but if the structural base of the gravel road is in poor condition, that road will deteriorate again rather quickly. If a paved road has a good structure but the surface is poor, we will likely recommend rehabilitation to the asphalt surface, but it is likely not necessary to reconstruct the base of the road. Alternatively, if we know the base of the road is in poor condition those concerns should also be addressed when resurfacing the road or the reconstructed surface will deteriorate at a faster rate.

3.3 Assumed Life Expectancy of Road Types

The life of a road is affected by many factors. These include the structural components in the road, the drainage provided for the granular base, the amount and type of traffic on the road and weather conditions. Many of these cannot be precisely determined from a visual inspection. To predict how quickly the condition of the road will deteriorate and when rehabilitation needs will be required, it is necessary to make an assumption about how long each different road type will last.

For High Class Bituminous pavements (hot mix), the forecast condition rating is adjusted for each year for the remaining life of the pavement prior to resurfacing. The MTO manual suggests that the life of a single lift hot mix pavement is about 10 years. Using this life cycle, the condition rating would drop by 0.5 per year. Starting with a new condition rating of 10, this would mean that the condition rating would drop to 5 and require a resurfaced lift after 10 years. Assuming the road h s been constructed appropriately to current cross-section standards, the projected life expe ncy of a road system is affected primarily by the amount of traffic on the road. Table 1 sho s the sumed life expectancies used for the different types of roads with different traffic ranges

Traffic Range	2-НСВ	1-НСВ	LCB	G avel	Earth	Concrete
0-49	30	18	6	1 0	100	30
50-199	27	16	6	100	100	27
200-499	24	14	6	00	100	24
500-999	22	12	6	80	100	21
>1000	20	10		60	100	18

Table 1: Assumed Probable Useful Life Expectan y for Roads Based on Traffic Range

Notes

- The above probable life (years xpectanci ar considered a reasonable assumption if the road is constructed to typical standards with a structura ase, i asphalt an granular base, and drainage that is suitable for the application.
- 2. It is anticipated that the be local depairs and maintenance work such as crack sealing necessary to achieve the probable life pectancy.
- 3. Shaded cells a typically not pres t or recommended because they will require more frequent maintenance.
- The actual serv life of a road sec on is variable. The Town should review statistical information and over time adjust the life exp ancies to mate experience.

Low Class Bituminous r d su faces (LCB) are generally able to last about six years between resurfacing. This would be equivalent to a condition rating drop of 0.83 each year. For this study it has been assumed that two lifts of surface treatment will be placed the first time when a Low Class Bitumen is applied on a road, and a single lift is only applied on an existing LCB road that still has a uniform surface and appears structurally sound.

For roads with a gravel surface, it is assumed that the future condition rating will deteriorate very slowly due to continued routine, loose top maintenance. The projected life of low volume gravel roads with regular grading and biannual applications of gravel is 100 years and can be more. This would mean that the condition rating for the next five and even ten year period would stay virtually the same for low volume gravel roads and unless a gravel road has a current condition rating of 5 it will not be identified as a road section with a need.

3.4 Methodology to Prioritize Improvements

When developing a Road Maintenance Program or Asset Management Plan, we believe there are three key factors that should be taken into consideration: the probability of failure, the consequence of failure and the performance grade. While these factors can include many components, the **probability of failure** factor is generally represented by the condition rating or age of an asset.

The **consequence of failure** is a score based on the number of users affected if the asset fails or other social impacts and the cost of the asset. The **performance grade** should incorporate the relative maintenance requirements of the asset and a comparison of how the asset was built versus the appropriate design standard for that particular asset. In a simplified way these components are used in this study as illustrated in Figure 2 to develop a theoretical priority score for the improvements.

For example, if there are 10 road sections recommended for improvem s in a year but the Township can only afford to improve 5 sections, the priority score can be used help determine which road sections should be improved first to provide the highest level of service for the users of the road system.

BMROSS has developed a scoring system using the defined parameters to help pri itize the improvement needs as per the relationship shown in Figu 2 and we ght he importance of different parameters similarly to the 1991 version of the MTO man 1

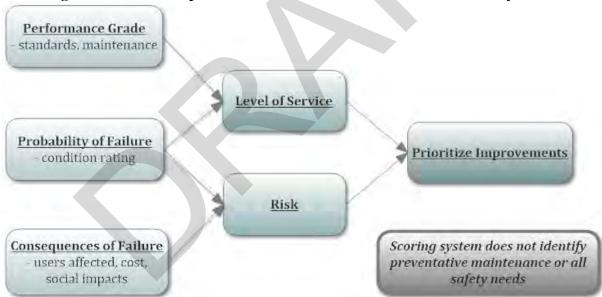


Figure 2: Relationship between Data Collected an Calculated Priority Scores

Within Appendix C-2, is a table showing the priority score calculation factors used to help prioritize the needs, however this section includes an explanation also:

Performance Grade

The Performance Grade is calculated using the platform width of the road surface, maintenance demand and alignment value scores for each road section follows. If the platform width of a road section is adequate for its application based on the traffic volume, a score of 1 was applied. If the width was somewhat narrow, a score of 3 was applied and if the road was significantly narrower than it should be, a score of 5 was applied. For the maintenance demand, if the road section was recorded to be a no winter maintenance road or it is a newly re-constructed road with minimal maintenance requirements, it was

considered low maintenance and a score of 1 was applied. All other road sections are considered average and assigned a score of 2 unless it was a road, which the Township staff noted, that required extra maintenance. For example, in the spring extra maintenance is required to address soft spots or is shifting due to frost, then it was considered high or excessive, scoring 4 or 5. Another example, asphalt roads that have cracks developing in the surface prematurely and roads that experience erosion along the surface or shoulder, as a result of flooding are also considered roads with higher than average or excessive maintenance needs. For alignment value, if a visual review of both the vertical and horizontal alignments were acceptable or if the road appeared to be properly signed to identify all the alignment risks, the score was 1. If only one of the alignment components was not acceptable, the score was 3. If both the vertical and horizontal alignment were not acceptable the score was 5.

Probability of Failure

The surface and structural condition ratings as described earlier in the r ort and the drainage rating were used for the probability of failure factor. Similarly to above; g od, f and poor drainage condition ratings were assigned a score of 1, 3 and 5. The probability of failu calculation is weighted towards the structural rating, as the score for that component i multiplied by 2. The surface rating score is also used to help predict the year of needs, as explained e lier. The drivers on th roads are generally most concern about the condition of the road surface but he structur under the road and the adequacy of the road drainage system determines how quickly the co dition f the road surface will deteriorate; therefore, they are considered to be as important, or more imp ant, than the condition of the road surface. The road surface score is focus on the ondition of the ad surface and ride quality.

Consequence of Failure

For this study, the consequence of fail was deter ned by traffic volume. The consequence of failure is the parameter used to take into count r the importance of the road or how many would be affected if the condition of the road was unacceptable. The traffic volumes on each road section were based on the supplied or assumed traffic olumes how how provided by or reviewed by the Township. A score of 1 means it has an average nearly and a road with greater than a 1000 vehicles pend yould we a score of 5.

Figure 2 suggest hat combining he probability of failure rating with the performance standard gives a level of service v lue and combining the probability of failure and consequence of failure value yields the risk score for each asset. Although these are just relative numbers, Municipalities may choose to define a targeted average level of service or risk value for their roads system. These may be set at different values for different the assess of roads. They can also monitor and track these average scores over time for future comparison purposes. The theoretical priority score for each asset is the combined score of the level of service factor and the risk factor. Defining the desired level of service or acceptable levels of risk are beyond the scope of this study so only the priority score has been used.

The theoretical priority score can be used as a guide to help prioritize improvement work on the assets. However, there are other factors that should be taken into account when prioritizing the road improvements. Factors including preventative maintenance activities, scheduling tasks to coincide with integrated assets within the same area, financial and timing constraints and other activities taking place within the locale must be considered by municipal staff. It is impossible to take into account all these other factors in a simplified scoring system. For this reason, the theoretical score of highest priorities established on an individual asset basis should only be used as a guide and the best sequence for improvements should be established by the Township. Additional considerations about preventative maintenance will be discussed in Section 7 of this report.

For low traffic volume roads with asphalt surfaces it is recommended that surface reconstruction be delayed until other work is required on streets in the immediate area. Work on urban streets should be co-ordinated with repairs to nearby or adjoining road sections and with other infrastructure, when-ever possible, to minimize total costs.

4.0 SUMMARY OF ROAD DATA COLLECTED

The road system was assembled on maps, data collected, and condition ratings assigned for each of the road sections. A road section was generally defined as an individual block. In rural areas these would have lengths of approximately 2 km and run between the Lines and Roads. Similarly, urban areas and urban fringe road sections were divided up by blocks or in some cases, sections with similar surface characteristics.

Appendix A-1 is a summary of the complete road inventory, listed by ro d section number and Appendix A-2 gives the same information sorted by road name. For ddi nal data, such as road widths and roadside environment, the individual appraisal sheets must be ref enced. The maps enclosed in Appendix B-1 identify the location, name and inven ory number an surface type for each section.

Table 2 shows a summary of the lengths of different surf es curre ly owned by the Township. Table 3 summarizes the lengths of different cross section types.

Table 2: Inv n ry by Road S face

Road Surface Type	Length (km)	
Gravel	177.02	
HCB 1 ft	19.62	
HCB - 21 ts	35.04	
LCB-1 ft	0.95	
L B 2 lifts	6.64	
Total	239.27	

Tab e 3: Inventory by Road Cross Section

R adside Environment	Length (km)
rban	3.1
Semi-Urban	18.3
Rural	217.9
Total	239.3

Based on the information in Table 2 and the assumed deterioration rates discussed in Section 3, the approximate theoretical number of kilometres, which should be improved each year in order to maintain the road system, is shown in Table 4. These amounts assume that the Township has been improving road sections in accordance with Table 4 continuously since the start of the road system. If this is not the case and less work has been completed in past years or past work is deteriorating faster than projected, more kilometres must be improved in the future in order to put the road improvements back on track.

Table 4: Theoretical Kilometres of Improvements Per Year Required to Maintain Road System

Surface	Assumed Life *	Recommended (km/year)
Gravel	100	1.77
LCB	6	1.56
HCB – 1 lift	15	1.31
HCB – 2 or 3 lifts	30	1.17

^{*} For simplicity the assumed life expectancy used in this table is the maximum life expectancies listed in Table 1.

Table 5 shows the recent road appraisal average condition ratings for road rface and road structure at the time of the field review and splits the weighted averages up based dierent road surface types. Figure 3 shows a distribution of the condition ratings for the paved an gr vel road surfaces.

Table 5: Average Condition Ratings

	Surface Rating	Structural Rating
Gravel	7.2	7.3
HCB	7.9	8.5
LCB	1	6.5
Average (all surface types)	7 4	7.5

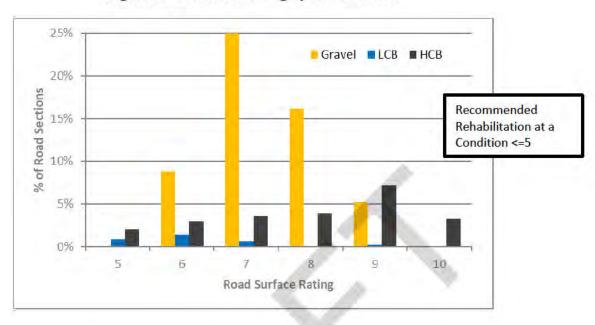
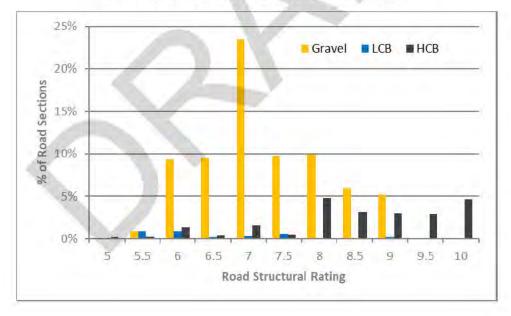


Figure 3: Condition Rating by Road Surface





5.0 NORMAL MAINTENANCE NEEDS (FIXED COSTS)

The Township's first consideration for use of road funds is to address the normal maintenance or fixed cost needs. These items include the normal day-to-day activities to keep the road system operational and include road surface grading and re-surfacing of gravel roads ever second year, roadside maintenance, safety devices and overhead. Funds must be provided for these fixed costs and winter snow removal costs prior to considering expenditures for a construction program. The typical costs per year, are shown in Table 7 based on the 2025 budget values provided by the Township. The amounts should be inflated by an appropriate factor for subsequent years.

Maintenance Item Cost/y ar Depreciation \$55 090 Trees, ditching, safety devices, weed 242, 10 control, storm, roadside culverts & drains Loosetop Maintenance \$663,770 Bridge & Culvert \$15,060 Hardtop Maintenance \$37,470 Winter Control \$229,720 Patrolling \$72,220 **Equipment Maintenance** 299,520

\$459,950

\$8,000

\$966,950 **\$3.549.160**

Table 7: Annual Fixed Cost Budget

Notes values ded to the nearest 10

When maintenance wo the road ections is not adequately completed the condition of the road will deteriorate quicker and it is ge rally n essary to perform a capital improvements or reconstruction work on the road section sooner.

Tota

Gravel road mainten nce includes grading roads several times a year to minimize potholes, wheel rutting and maintain cr s-fall. We recommend that the annual gravel tonnage does not drop below 25,000 MT to maintain the current level of service. Historically, this is higher end of the range of yearly maintenance gravel being added.

6.0 GENERAL COMMENTS ABOUT THE ROAD SYSTEM

Overhead

Storm Sewer

Roads Dept Ca ital

In general, the rural road system within the Township of Howick is generally in fair to good condition and well maintained. However, condition ratings suggest some roads need to be rehabilitated over the next few years.

During the road appraisals it was noted that the Township has made a number of improvements to shoulders, ditches and roadside tree trimming, however there are many gravel roads that are much wider then they need to be to be easily maintained. It appears that these roads were widen by vehicle traffic and some gravel grading practices that is pushing out the gravel along the shoulders. With a widened road surface it reduces the thickness of the bi-annual gravel applied. They also do not have the granular

road base depth along the sides, that the centre of the road does and it reduces the width of the ditch. These gravel roads then cost more to maintain because the widened road surface requires more frequent grading to maintain the crossfall and can create drainage problems by limiting the effectiveness of the roadside ditches. People also tend to drive faster on gravel roads when they are wider. Efforts should be made to bring the width of these roads back to the Township standard.

The urban roads in Fordwich and Wroxeter appear to be in better condition than the roads in Gorrie. All of these communities would benefit from drainage improvements and weed control. In some cases, surface water is not easily able to access existing outlets or catch basins that are overgrown. The drainage improvement are proposed because it appears the storm sewer system has limited inlets and presumably an undersized sewer system.

Several road sections have been hardened with asphalt or LCB within the ast 5-6 years, many of these roads would have benefited from platform widening, before they were faced. Several sections have no shoulders and steeper drop-offs. Without a shoulder, there is less uppo provided for the road driving surface along the outside edge and overtime the asphalt/LCB will star o crack along the edge of the road.

It was noted that several roads would benefit from some ainage im rovements and a few gravel roads should be raised to reduce the potential for flooding over troad. Continued drainage improvement efforts such as municipal drain improvements, ditch clean our nd brush removal work is encouraged. Another commonly observed concern was the encroachment of ricultural lands onto municipal Right-of-Ways. This has negatively affected road-base drange and has one resulted in the destruction of road ditches.

Between the paved MTO, County, and wnship r s citizens have good access to nearby paved roads. At this time, we did not identify any road ctions th warrant being upgraded from gravel to an HCB surface type. The HCB type roa surfaces ppear to p form well in some areas and not as well in others, most likely due to poor oad base nd/ drainage.

6.1 High-Class Bituminous R ds

As noted earlier, th High-Clas Bitumin us (HCB) roads, commonly referenced to as asphalt roads, have a weighte—verage score of—9 for surface and 8.5 for structure. As stated above in order to sustain this standa d of service, cu—ent maintenance programs need to continue at least at the current level. This includes c—tinuing th—crack-sealing program to preserve the integrity of the road surface and reconstructing the s—ulder—to support the edge of the road. In urban area, there are some areas where the road would perfo m better if the storm drainage is upgraded when reconstructing the road.

With only one lift of asphalt, once the paved surface becomes unacceptable, the surface has generally been pulverized and resurfaced with a new lift of asphalt. Some municipalities have found that the application of another lift of asphalt or a pavement preservation application, such as a slurry seal, fibremat or bonded waring course, before the base surface has started to lose its shape, increases the life span of the paved surface in a cost-effective way. Often the implementation of the asphalt preservation options does not start until two lifts of asphalt have been applied to the road. The decision to use asphalt or a pavement preservation application is dependent on the traffic loads, the type of defects in the asphalt surface and the structural stability of the road base. Most municipalities experimenting with pavement preservation products have indicated that they are generally pleased with the results; however, it is recognized that a review of existing site conditions should be undertaken to ensure that you implement the appropriate approach for pavement preservation. Different preservation options are better suited for different site conditions.

To maintain road condition of the roads, some other maintenance work is required. The cost to patch the asphalt, crack seal and implement 'typical' pavement maintenance methods has been included in the maintenance costs.

6.2 Low-Class Bituminous Roads

The Low-Class Bituminous (LCB) roads have weighted average score of 6.1 for surface and 6.5 for structural. This indicates that most of these "tar and chip" type roads are being maintained and are providing an acceptable level of service to the community. However, with the average condition rating this low, there are many road sections due to be resurfaced within the next few years.

Note that, Low-Class Bituminous surfaces can be more accommodating if the road base is not as structurally sound, but the life expectancy of the surface material will be re uced if the surface material has to shift around to accommodate frost action each spring.

Given the small length of LCB roads within your Township, we su pect that twould be more cost effective to resurface all of them with LCB at the same time, when this work is ompleted.

6.3 **Gravel Roads**

The gravel road sections have a weighted average score of 2 for urface and 7.3 for structure. This indicates that these roads on average are in fair to good condi n, however, several sections are in need of additional maintenance work to remain aboy the condition rang recommended by the MTO. Also, it is important to realize the review of the road s ctio took place a er all the spring maintenance work was completed on the roads; and after the frost m lt was o f the road. Some of these roads may only see problems a few weeks out of the year. For mo of the gravel sections the short-term spring condition is an inconvenience, which be tolerat In order to sustain this standard of service, current maintenance programs ne d to con nue at le t at the current level.

There will always be minor def iencies g 1 surfaced roads due to dust and stone scatter as well as potholing and rutting during ce ai weather conditions which will prohibit gravel sections from ve 9.0. We have included some localized maintenance improvement having a condition rati g recommendations t be compl d by T wiship staff within the table provided in Appendix D-2.

7.0 SPECIFIED MAINTEN NCE AND CONSTRUCTION NEEDS

The probable costs of the ri us types of road improvements have been prepared using "benchmark" costs based on work done in similar rural municipalities. Where applicable, the cost of engineering, supervision and some other assumptions have been included. All these costs are based on 2025 prices and should be adjusted using inflation for work in subsequent years. The benchmark costs used in this study are as shown in Table 8. A more detailed breakdown is presented in Appendix C-1.

Rural – 6.7 r	n Surface	Width		

Rural – 6.7 m Surface Width	
1. Rural Full Depth Pulverize and Pave	\$220/m
2. Rural Full Reconstruction - Base Course Asphalt	\$940/m
3. Rural Full Reconstruction - Gravel Surface	\$792/m
4. Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat)	\$152/m
5. Rural Partial Depth Cold in Place and Pave (50mm HL-4)	\$282/m

Table 8: Benchmark Construction Costs for Year 2025

6. Rural Paving (40mm HL-4)	\$152/m
7. Rural Paving (50mm HL-4)	\$180/m
8. Rural Pulverize and Two Lifts Surface Treatment	\$145/m
Semi-Urban – 6.7 m Surface Width	Į.
1. Semi-Urban Full Depth Pulverize and Pave	\$250/m
2. Semi-Urban Full Reconstruction - Base Course of Asphalt	\$913/m
3. Semi-Urban Hot Mix Resurfacing	\$178/m
Urban – 8.5 m Surface Width	1
1. Urban Full Depth Pulverize and Pave (40mm HL-4)	\$340/m
2. Urban Full Depth Pulverize, Widen and Pave	\$712/m
3. Urban Full Depth Removal and Pave - 8.5m	\$645/m
4. Urban Full Reconstruction - Base Course of Asphalt	\$1568/m
5. Urban Partial Depth Cold Planning and Resurfacing	\$375/m
6. Edge Cut, Curb & Gutter, Top Lift of Asphalt	\$743/m
7. Urban Paving (40mm HL-4)	\$269/m
Specific Maintenance	
1. Surface Treatment - Single Surface	\$54/m
2. Surface Treatment - Double Surface	\$98/m
3. Gravel Resurfacing, 50 mm	\$25/m
4. Ditching Improvements (Full Length	\$7.00/m
5. Raise Road Grade, 150 mm with grav	\$76/m
6. Edge Widening 1 m, e h sid	\$264/m
7. Clearing Along Sid s of ROW (4 m swa)	\$760/m
8. Install Subdrain F 1 Length id s	\$44/m
9. Pavement Preservatio	\$71/m
10. Crack S aling	\$12/m
Spot M ntenance	
1. Cul rt Crossing up t 750 mm dia., excluding Asphalt	\$14,200
2. Ditching Spot Locatio up to 200 m	\$3,080
3. Raise Grad Line – Gravel 150 mm (<100 m)	\$10,200
4. Asphalt Patch u to 60 m, Full Road Width	\$19,900
5. Patch Road with Gravel Surface up to 60 m	\$21,000
6. Paved Surface up to 60 m	\$31,000
7. Shoulder and Slope Repair (100 m)	\$5,600
8. Storm and Sewer Cress, 1 CB & Subdrain or Similar	\$16,700
9. Guiderail (<50 m one side)	\$13,100
10. Subdrain both sides up to 500 m	\$21,100
Miscellaneous	
1. Sidewalk (each side), 1.5 m wide, including Restoration	
a) – Concrete	\$230/m
b) - Gravel	\$47/m
c) – Asphalt	\$156/m

d) - Unit Pavers	\$360/m
2. Storm Sewers – incl. CBs and MHs	\$1020/m
3. Minor Storm Sewer Improvements, Subdrains, In-line Catchbasins,	\$353/m
Surface Restoration	φ333/III

7.1 Asphalt Surfaced vs Gravel Surfaced Roads

A cost comparison was developed to assessment the cost difference between providing a paved road with High-Class Bituminous (HCB), a paved road with Low-Class Bituminous (LCB) and a gravel road surface. In an effort to make a fair comparison, the estimated regular maintenance costs were developed using material purchasing costs, provided by the Township, but they were increased to include an allowance for municipal staff labour and equipment costs. Table 9 shows that the average cost to maintain an asphalt surfaced road over the long term is about twice as mu h as for gravel. Appendix C-3 contains the detail calculations for each surface types.

Table 9: Probable Cost per km/yr to Maintain Gravel and A phalt Roads

Component	Gravel	LCB	HCB
Annual Maintenance	\$6,601	\$59	\$2,019
Annualized Capital Cost	\$0	\$ 576	\$10,931
Total	\$6,601	\$9,167	\$12,951

Note: An asphalt road surface referenced within his tion implie road with a hot mix type of pavement generally referred to as a High-Class B uminou HCB). A road with a surface treatment has a bituminous emulsion applied and stone chips compace d in placed on top and is referred to as a Low-Class Bituminous (LCB). The life ex noise are sumed.

The annualized maintenance c t for the g avel roads cludes resurfacing the road with gravel every second year, applying calcium hloride d g di g the roads three times throughout the year. If a gravel road had very high traffic volume su h as 1000 vehicle per day, the road maintenance cost would increase significantly Th umbers p esented in the table would generally be applicable for road with traffic volumes less han 400 hicles p day.

The capital cost f LCB (tar and ip) roads assumes that the road will need to be resurface with an emulsion every 6 ye s and then p lverized and double coated every 5th time the road is resurfaced. We think doing it every 6 y ars is a 1 tle conservative but, in some municipalities, they have found the LCB does not perform well bec us large equipment, Amish buggies or other factors deteriorate the LCB surface quicker. While the LCB road surfaces have the ability to knit back together that only works if the road has a decent sub-base and the road surface only distorted a relatively moderate amount.

The capital cost for the asphalt road assumes the road is pulverized, fine graded and repaved every 25 years. Note, this life expectance for a paved road may be considered somewhat optimistic but it is assumed the asphalt surface is finished and beyond the state of rehabilitating after 25 years. To convert the capital cost to an annual cost, the costs were amortized to an equivalent annual cost over the assumed life of the proposed road type with a discount rate of 4%. The life expectancy for the paved road will depend on how well the road base is constructed and the amount of heavy traffic on the road surface. It has been assumed the road receives relatively low traffic volumes, less than 400 vehicles per day. To achieve the life expectances assumed, an HCB asphalt surface road needs to have a suitable granular base to satisfy the traffic loading requirements and needs to have an effective drainage system for the granular base.

The maintenance costs for the paved surfaces include the application of sand and salt when required during winter months. As this material is typically applied when the snow is being removed only the material costs have been included with the application costs. The maintenance costs for the asphalt roads also include crack sealing, line painting and patching the asphalt roads as well as some costs to perform shoulder maintenance work.

It is generally recommended that roads with traffic volumes above 400 vehicles per day throughout the year would have either a LCB or HCB surface to minimize the maintenance costs and provide a safer road surface for the users.

7.2 Considerations for Geotechnical Investigation

It is a wise decision to consult with a geotechnical firm before you conside specific road upgrades. The types of road upgrades where a municipality would want to retain a geotechnical firm are full reconstruction, upgrading a gravel or LCB surface to asphalt, or widining road. Geotech work takes between 3-6 months depending on the firm, if the Township knows what roach eyplan to reconstruct, geotech investigations could be completed the year before design and/or tender. sof 2021, is important to test road soils for contaminate before completing any tender of documents to plan for any potential disposal costs, as per the On-Site and Excess Soil Management Regulation 406/19 conditions.

8.0 RECOMMENDED IMPROVEMENT PROGRAM AND EXPENDITURE FORECAST

It is generally not possible for Municipalities to mplete the identified road section needs within the theoretical year of need. Typically, the theoretical need fluctua from one year to the next and to stay within the Township's budget it is ne ry to shif ojects from year to year. Also, it is sometimes cost effective and preferred to grop adjact projectogether. As funding availability and priorities change, it is expected that it made be necessary to revise the schedule accordingly. If the improvement is significantly delayed beyond to recommend downward of need, it may be necessary to change the type of improvement. The proposed year was chosen based on the theoretical year of need, the priority score calculated, attempts to a hieve economies of scale by grouping needs by geographic proximity, and to schedule timely improvement of cost fectively extend the life of the roads. The proposed year of need is also adjuent of the theoretical with the Township.

Tables in Appendix -1 list the ro d sections with needs sorted by their proposed year of work and the priority score. Table 1 indicate the expenditure forecast for capital improvements proposed over the next 10 years, the propose y r of work is also shown in Appendix E-1 (map). The proposed list of needs resulted in a total of \$6.3 million dollars of costs over the next ten years, of which \$634,900 is proposed for 2026; however, it is anticipated the Township will make adjustments to accommodate other work and satisfy their budget constraints. The proposed schedule assumes that all of the anticipated capital improvement needs will be addressed within the next ten years.

The suggested type of improvement for each road section is listed on the tables provided in the appendix. However, these may be subject to change if other improvements are also required or if this section of road deteriorates at a quicker than expected rate. As more historical information on road sections is accumulated, it should be easier to determine the appropriate type of improvement.

Table 10: Summary of Capital Improvement Costs by Proposed Year of Need

Year	Capital Imp	Total Cost					
rear	Gravel (km)		HCB (km)	(\$,000)			
2026	0.0	0.0	1.8	\$ 634.9			
2027	0.0	5.6	0.2	\$ 604.4			
2028	0.0	1.5	0.7	\$ 655.2			
2029	0.0	0.0	1.0	\$ 626.9			
2030	0.0	0.5	2.1	\$ 685.1			
2031	0.0	0.0	4.1	\$ 624.5			
2032	0.0	0.0	1.5	\$ 599.1			
2033	0.0	0.0	2.3	\$ 633.8			
2034	0.0	0.0	1.8	\$ 625.9			
2035	0.0	0.0	48	\$ 631.6			
Total	0 km	7.6km	20.3km	\$ 6,321.4			
Average	0 km/yr	0.76km/yr	2.03km/yr	\$ 632.14/yr			

This work does not include upgrading any gravel surface to HCB. This work does include the cost of drainage improvements in urban areas. If the Township is u able o accommodate all the costs identified, it may be acceptable to resurface some of these roa with a slurry seal or alternative pavement preservative product and upgrade the talater time.

Existing gravel roads within the Township provid a reas na level of service for low speed agriculture related vehicles and low traffic volume Thy are also very economical to maintain. Grading roads several times a year to minimie pooles, who is rutting and maintain cross-fall. It is our opinion that the annual gravel tonnage should not dop below 5,000 MT to maintain the current level of service.

The above table suggested that the ngth of road improvements over the next ten years would be significantly less than he the retical ngths listed earlier in the report. In Table 4, the theoretical rehabilitation rates alculated be don't assumed life expectancies were 1.77 km/year for gravel, 1.56 km/year for LCB and 2.48 km/ye for HCB surfaces. However, since the Township normally includes work completed of dministrated their own staff in the maintenance budget, we have excluded some tasks that may normat y be considered capital improvements from Table 10. This includes patching HCB roads, crack sealing or raing gravel road. As a result, the maintenance budget is higher than in the past. An explanation of he work included in the maintenance budget instead of the capital budget follows.

The total of \$2,680,700 has been included in the maintenance needs table presented in Appendix D-2. When this work is spread evenly over the 10-year expenditure forecast it equates to \$268,100/year. Some of these improvements are beyond the scope of typical maintenance work, however, this work is typically either completed by Township staff or administered by Township staff. It is anticipated the townahip staff will group some of these tasks together and schedule the completion of this work as it fits their schedule.

As suggested in the earlier referenced Ministry of Transportation guidelines, capital improvements would generally not be scheduled for roads with traffic volumes less than 50 AADT, even if they were identified as a need. It is assumed that this additional maintenance work will be performed on all the gravel and low volume roads, as required, within the maintenance budget or when other work is required in the area.

When preparing budget costs for the improvements, it was necessary to make some assumptions to simplify this process. Improvements as indicated may not uniformly apply along an entire road section as assumed. For example, it is possible that a road recommended for resurfacing will have spot locations that will require rebuilding of the road base and the condition of the road will deteriorate prior to when the improvements are completed. Prior to road improvements being undertaken a more detailed examination of the road section to be improved should be performed in order to identify possible deviations from the plan.

The totals presented in Table 11 do not include annual operational costs such as placing maintenance gravel on gravel roads, snow removal, salt and sand costs, staff labour, equipment or fuel costs; as these are generally paid for in a separate line item within the municipal's budget.

Table 11: Total Suggested 10 Year Expenditure Forecast for Road Improvement

Category	2026	2027	20 8	2029	2030
Specific Maintenance Needs	\$267,100	\$267,100	\$267,100	\$2 7,100	\$267,100
Road Improvements	\$634,900	\$604,4	\$65 200	\$626,900	\$685,100
Suggested Annual Budget	\$902,000	\$871,500	\$922,300	\$894,000	\$952,200

Category	2031	2032	2033	2034	2035
Specific Maintenance Needs	\$267 100	\$ 67 100	\$267,100	\$267,100	\$267,100
Road Improvements	\$624,50	\$59 100	\$633,800	\$625,900	\$631,600
Suggested Annual Budget	\$891 600	6,200	\$900,900	\$893,000	\$898,700

Note: - The above tale does not include a costs for any bridge repairs, equipment costs or staff labour. Any needed badge improvements should a scheduled in conjunction with the road improvements to minimitate the need for duplitation of work and to reduce costs.

- These ma enance costs are bove what the Township is already spending per year.
- Unit costs us in Table 8 a based upon relatively small or individual contracts for each road section. Economies of s le are e ected to arise when road sections are grouped into a single contract.
- Costs are in 2025 ll, have not been inflated and are HST exclusive.

9.0 REGULATION UPDATES

The Ontario regulation 239/02 "Minimum Maintenance Standards for Municipal Highways" was updated in May of 2018. The classification of highways table, see Table 12, was updated to include a wider range of AADT values with minor changes to the classification numbers. The majority of road classifications have not changed; however, where the classification has changed the number has been increased by one.

Highway classification values are used in determining the minimum maintenance standards. Maintenance standards include patrolling frequency, weather maintenance (snow and ice removals), roadway maintenance needs (potholes, cracks, shoulder drop offs), sign and luminaire inspections.

The road classifications were assessed throughout the Township and are present on Figure B-2 which is found in Appendix B-2. This assessment was performed based on the traffic volume data provided by the Township. A map showing the traffic volume data assumed has also been included in this appendix.

Table 12: Classification of Highways

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Average Daily Traffic (number of motor vehicles)	91 - 100 km/h speed limit	81 - 90 km/h speed limit	71 - 80 km/h speed limit	61 - 70 km/h speed limit	51 - 60 km/h speed limit	41 - 50 km/h speed limit	1 - 40 km/h speed limit
53,000 or more	1	1	1	1	1	1	1
23,000 - 52,999	1	1	1	2	2	2	2
15,000 - 22,999	1	1	2	2	2	3	3
12,000 - 14,999	1	1	2	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2		3	3	3
6,000 - 7,999	1	2	2	3	3	4	4
5,000 - 5,999	1	2	2	3	3	4	4
4,000 - 4,999	1	2	3	3	3	4	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	5	5
1,000 - 1,999	1	3	3	3	4	5	5
500 - 999	1	3	4	4	4	5	5
200 - 499	1		4	4	5	5	6
50 - 199	1	3	4	5	5	6	6
0 - 49	1	3	6	6	6	6	6

Notes: Table from Ont io Regulati n 239/02 Minimum Maintenance Standards for Municipal Highways (Updated May 3, 2018)

10.0 UPDATING THE PLAN

As outlined in the M.T.O. Manual, road management is an ongoing process requiring an annual review of the Township's accomplishments, which is a measure of road improvements and the identification of any new needs not originally determined.

After each year of the study, the Township should compare the completed road program to that recommended in this report and make the appropriate adjustments. Changes would result because of a deviation from the original plan, where some work was not done because of other critical work, or where additional work was accomplished. Furthermore, the condition rating forecast may be adjusted for some roads that did not perform as expected. These conditions will be noticed by the manager or work crews during the year, while carrying out their normal work activities.

It is recommended that every fifth year, the total road system should again be reviewed to establish updated condition ratings and prepare a current needs assessment report. It is also recommended that a list of all improvements be maintained by annually updating the road inventory sheets. Data containing updated information will be useful when determining the most appropriate method of road rehabilitation in the future.

All of the above is respectfully submitted.

B. M. ROSS AND ASSOCIATES LIMITED

Per _____ Ke D. Logtenberg, P. Eng

Pe _____ Jennette Walker, C.E.T.

:sd

APPENDIX A-1 INVENTORY SUMMARY SHEET SORTED BY ROAD SECTION NUMBER

Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
100	North Street	Dead End	Patrick Street	68	Semi-Urban	HCB - 1 lift	8.5	6.0	0-49	Local Traffic	9	8.0
101	Queen Street	West Limit	0.3 Km West of Patrick Street	26	Semi-Urban	Gravel	0	0.0	0-49	Local Traffic	6	6.0
102	Queen Street	0.3 Km West of Patrick Street	Patrick Street	310	Semi-Urban	HCB - 1 lift	8.0	8.0	50-199	Special Case	6	8.5
103	Queen Street	Patrick Street	0.2 Km East of Patrick Street	134	Semi-Urban	HCB - t		6.8	0-49	Local Traffic	6	8.5
104	Queen Street	0.2 Km East of Patrick Street	Dead End	120	Semi-Urban	ravel	8.0	6.0	0-49	Local Traffic	6	7.5
105	Station Road	West Limit	Patrick Street	339	Urban	HCB - 1 lift	8.0	6	0-49	Local Traffic	6	9.0
106	Brookhaven Drive	Patrick Street	Victoria Street	494	Semi-Urb	HCB - 2 lí	8.0	6.6	50-199	Local Traffic	10	8.0
107	Victoria Street	Patrick Street	William Street	198	Semi-Urba	HCB 2 lifts	10.0	6.6	50-199	Local Traffic	7	10.0
108	Victoria Street	William Street	East Street	195	Semi-Urban	B - 1 lift	8.0	6.5	0-49	Local Traffic	6	8.5
109	Albert Street	Arthur Street	Patrick Street	198	Semi-Urban	HCB 2 lifts	8.0	6.5	0-49	Local Traffic	10	7.0
110	Albert Street	Patrick Street	William Street	200	Semi-U	HCB - 1 t	8.0	6.6	50-199	Local Traffic	9	10.0
111	Albert Street	William Street	East Street	207	Semi-U an	H 1 lift	8.0	6.6	50-199	Local Traffic	6	7.5
112	Adelaide Street	Arthur Street	West Street	228	ural	HCB - 1 lift	7.0	5.5	0-49	Local Traffic	9	8.0
113	Adelaide Street	Arthur Street	Patrick Str t	01	ban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	5	8.0
114	Adelaide Street	Patrick Street	Willia Street	200	Sem rban	HCB - 1 lift	10.6	6.6	200-499	Local Traffic	8	10.0
115	Adelaide Street	William Street	Dead E	98	emi-Urban	HCB - 1 lift	8.0	4.0	0-49	Local Traffic	7	8.5
116	Mary Street	Patrick Street	William Street	209	Semi-Urban	HCB - 1 lift	8.0	6.6	50-199	Local Traffic	6	8.5
117	Mary Street	William Street	Eas it	210	Semi-Urban	HCB - 1 lift	7.5	6.6	50-199	Local Traffic	7	9.5
118	Water Street	Dead End	Patrick Str	55	Semi-Urban	Gravel	8.0	5.5	0-49	Local Traffic	6	6.5
119	Louisa Street	West Street	Arthur Stree	214	Semi-Urban	HCB - 1 lift	8.6	7.7	50-199	Trucks/Farm Equipment	9	10.0
120	Louisa Street	Arthur Street	Patrick Str	126	Semi-Urban	HCB - 1 lift	8.6	7.7	50-199	Trucks/Farm Equipment	9	10.0
121	Louisa Street	Patrick Street	Rí	39	Semi-Urban	Gravel	10.0	9.0	0-49	Special Case	9	9.0
122	Louisa Street	Old Mill Road	Will am Street	144	Semi-Urban	HCB - 1 lift	7.5	6.6	50-199	Trucks/Farm Equipment	9	10.0
123	Louisa Street	William Street	East Street	206	Semi-Urban	Gravel	8.0	6.6	50-199	Trucks/Farm Equipment	9	10.0
124	Edward Street	West Street	Arthur Street	215	Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	6	9.0
125	Edward Street	Arthur Street	Patrick Street	157	Urban	HCB - 1 lift	8.8	6.6	0-49	Local Traffic	5	8.0
126	Alice Street	West Street	Arthur Street	207	Rural	HCB - 1 lift	8.6	6.6	50-199	Local Traffic	7	9.5
127	Alice Street	Arthur Street	Patrick Street	201	Urban	HCB - 1 lift	8.8	6.6	50-199	Local Traffic	5	7.0
128	Alfred Street	Arthur Street	Patrick Street	201	Semi-Urban	HCB - 1 lift	9.0	6.6	50-199	Local Traffic	6	9.0

B. M. Ross and Associates Limited

Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
129	Helena Street	Arthur Street	Patrick Street	194	Semi-Urban	HCB - 2 lifts	8.5	6.6	0-49	Trucks/Farm Equipment	10	9.0
130	West Street	Louisa Street	Edward Street	118	Urban	HCB - 1 lift	8	6.6	0-49	Local Traffic	6	9.0
131	Arthur Street	Albert Street	Adelaide Street	118	Semi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	6	9.0
132	Arthur Street	Mary Street	Louisa Street	106	Semi-Urban	HCB - t		4.5	0-49	Local Traffic	10	8.0
133	Arthur Street	Louisa Street	Edward Street	121	Semi-Urban	H B - 1 lift	7.8	6.6	50-199	Local Traffic	6	7.0
134	Arthur Street	Edward Street	Alice Street	120	Urban	HCB - 1 lift	7.8	6	0-49	Local Traffic	6	7.0
135	Arthur Street	Alice Street	Alfred Street	122	Rural	HCB - 1 I	7.0	5.0	50-199	Local Traffic	7	7.0
136	Arthur Street	Alfred Street	Helena Street	116	Semi-Urba	HCB 1 lift	7.0	5.0	0-49	Local Traffic	9	9.0
137	Old Mill Road	Mary Street	Louisa Street	138	Semi-Urban	B - 1 lift	7.5	6.6	50-199	Trucks/Farm Equipment	9	10.0
138	William Street	Victoria Street	Albert Street	120	Semi-Urban	HCB 2 lifts	8.0	6.6	50-199	Local Traffic	8	10.0
139	William Street	Albert Street	Adelaide Street	119	Semi U	HCB - 1 t	8.0	6.6	50-199	Local Traffic	8	10.0
140	William Street	Adelaide Street	Mary Street	122	Semi-U n	H 1 lift	8.0	6.6	50-199	Local Traffic	8	10.0
141	William Street	Mary Street	Louisa Street	121	Urban	HCB - 1 lift	8.0	6.6	50-199	Local Traffic	9	10.0
142	Trailer Park Road	Adelaide Street	Mary Stre	23	Se Urban	HCB - 1 lift	7.0	4.5	0-49	Local Traffic	9	8.0
143	East Street	Dead End	Victor Street	137	Sem rban	HCB - 1 lift	6.0	4.0	0-49	Local Traffic	9	8.0
144	East Street	Louisa Street	Dead E	224	mi-Urban	HCB - 1 lift	6.0	5.0	0-49	Local Traffic	10	8.0
200	Rail Line Road	Victoria Street	Albert Street	98	Semi-Urban	HCB - 1 lift	8.0	6.0	0-49	Local Traffic	6	7.5
201	William Street	Alma Street	Victori reet	302	Semi-Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	5	5.5
202	William Street	Victoria Street	Dead En	68	Semi-Urban	Gravel	6.0	4.5	0-49	Local Traffic	6	7.0
203	Martin Street	Dead End	Victoria Stre	147	Semi-Urban	HCB - 1 lift	7.3	6.6	0-49	Local Traffic	6	7.0
204	Martin Street	Victoria Street	Wellington S et	100	Semi-Urban	HCB - 1 lift	8.0	6.6	50-199	Local Traffic	6	7.0
205	Martin Street	Wellington Street	nce treet	102	Semi-Urban	HCB - 1 lift	8.0	6.4	50-199	Local Traffic	5	7.0
206	Martin Street	Princess Street	Nel on Street	100	Semi-Urban	HCB - 1 lift	8.0	6.4	50-199	Local Traffic	6	7.0
207	Martin Street	Nelson Street	Dead End	109	Semi-Urban	HCB - 1 lift	8.0	5.0	0-49	Local Traffic	9	9.0
208	George Street	Victoria Street	Wellington Street	100	Semi-Urban	HCB - 1 lift	8.0	6.4	50-199	Local Traffic	5	6.5
209	George Street	Wellington Street	Princess Street	101	Semi-Urban	HCB - 1 lift	8.0	6.4	50-199	Local Traffic	5	6.5
210	George Street	Princess Street	Nelson Street	101	Semi-Urban	HCB - 1 lift	8.0	6.4	50-199	Local Traffic	5	6.5
211	George Street	Nelson Street	East Limit	115	Semi-Urban	HCB - 1 lift	8.0	6.4	0-49	Local Traffic	6	6.5
212	Mill Street	Alma Street	Maitland Street	100	Semi-Urban	HCB - 1 lift	7.2	6.6	50-199	Local Traffic	6	7.0

B. M. Ross and Associates Limited

Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
213	Mill Street	Maitland Street	Albert Street	102	Semi-Urban	HCB - 1 lift	20.1	7.2	50-199	Local Traffic	6	7.0
214	Mill Street	Albert Street	Victoria Street	100	Semi-Urban	HCB - 1 lift	1	7.2	50-199	Local Traffic	5	6.0
215	Mill Street East	Victoria Street	Edward Street	124	Semi-Urban	HCB - 1 lift	9.0	6.4	50-199	Local Traffic	8	9.5
216	Edward Street	Alma Street	Maitland Street	100	Semi-Urban	HCB - t		6.6	50-199	Local Traffic	5	6.5
217	Edward Street	Maitland Street	Albert Street	101	Semi-Urban	H B - 1 lift	10.0	6.6	50-199	Local Traffic	5	6.0
218	Edward Street	Albert Street	Victoria Street	99	Semi-Urban	HCB - 2 lifts	10.0	6	50-199	Local Traffic	8	9.5
219	Edward Street	Victoria Street	Wellington Street	102	Semi-Urb	HCB - 1 I	10.0	7.5	50-199	Local Traffic	9	9.0
220	Edward Street	Wellington Street	Princess Street	90	Semi-Urba	HCB 1 lift	7.8	6.6	0-49	Local Traffic	6	8.0
221	John Street	Alma Street	Maitland Street	100	Urban	B - 1 lift	8.0	6.0	0-49	Local Traffic	6	7.5
222	John Street	Maitland Street	Albert Street	100	Semi-Urban	HC 1 lift	8.0	6.6	0-49	Local Traffic	5	6.5
223	John Street	Albert Street	Victoria Street	101	Semi U	HCB - 1 t	8.0	6.6	50-199	Local Traffic	5	7.0
224	John Street	Victoria Street	Wellington Street	101	Semi-U n	H 1 lift	9.0	6.6	50-199	Local Traffic	5	6.0
225	John Street	Wellington Street	Princess Street	100	Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	5	7.0
226	John Street	Princess Street	Nelson Str t	01	ban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	5	7.0
227	John Street	Nelson Street	Eas mit	98	U n	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	5	6.0
228	James Street	Maitland Street	Alma St	96	mi-Urban	HCB - 1 lift	6.5	5.5	0-49	Local Traffic	8	10.0
229	James Street	Maitland Street	Albert Street	101	Semi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	6	7.0
230	James Street	Albert Street	Victori reet	101	Semi-Urban	HCB - 1 lift	8.0	6.6	50-199	Local Traffic	5	6.5
231	James Street	Victoria Street	Wellington S et	100	Semi-Urban	HCB - 1 lift	8.0	6.4	50-199	Local Traffic	7	9.0
232	James Street	Wellington Street	Princess Stre	99	Semi-Urban	HCB - 1 lift	8.0	6.2	0-49	Local Traffic	7	9.0
233	Alma Street	Harriston Road	William Str	172	Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	5	5.5
234	Alma Street	William Street	South mit	103	Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	7	9.5
235	Alma Street	George Street	M II Street	61	Semi-Urban	HCB - 2 lifts	7.8	7.0	0-49	Local Traffic	9	10.0
236	Alma Street	Mill Street	Edward Street	121	Semi-Urban	HCB - 2 lifts	7.8	7.0	0-49	Local Traffic	9	10.0
237	Alma Street	Edward Street	John Street	120	Urban	HCB - 2 lifts	7.8	7.0	0-49	Local Traffic	9	10.0
238	Alma Street	John Street	James Street	117	Urban	HCB - 2 lifts	7.8	7.0	0-49	Local Traffic	9	10.0
239	Alma Street	James Street	South Limit	142	Urban	Gravel	7.0	4.5	0-49	Local Traffic	7	8.0
240	Maitland Street	Harriston Road	Dead End	68	Semi-Urban	HCB - 1 lift	5.5	4.5	0-49	Local Traffic	7	7.5
241	Maitland Street	Mill Street	Edward Street	121	Semi-Urban	HCB - 1 lift	9.0	6.6	0-49	Local Traffic	5	7.5

B. M. Ross and Associates Limited

Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
242	Maitland Street	Edward Street	John Street	121	Semi-Urban	HCB - 1 lift	9.0	6.6	0-49	Local Traffic	5	7.0
243	Maitland Street	John Street	James Street	121	Semi-Urban	HCB - 1 lift	0	6.6	0-49	Local Traffic	5	7.0
244	Albert Street	Harriston Road	Rail Line Road	60	Semi-Urban	HCB - 1 lift	7.0	5.5	0-49	Local Traffic	7	8.0
245	Albert Street North	Dead End	Martin Street	46	Semi-Urban	HCB - t		6.6	0-49	Local Traffic	7	8.5
246	Albert Street South	Dead End	Mill Street	35	Semi-Urban	H B - 1 lift	7.0	5.0	0-49	Local Traffic	10	8.0
247	Albert Street South	Mill Street	Edward Street	120	Semi-Urban	HCB - 1 lift	9.0	6	0-49	Local Traffic	5	8.0
248	Albert Street South	Edward Street	John Street	122	Semi-Urb	HCB - 1 I	9.0	6.6	0-49	Local Traffic	5	7.0
249	Albert Street South	John Street	James Street	121	Semi-Urba	HCB 1 lift	9.0	6.6	0-49	Local Traffic	5	8.5
250	Albert Street South	James Street	Dead End	125	Semi-Urban	B - 1 lift	4.5	3.0	0-49	Local Traffic	9	7.0
251	Wellington Street	Harriston Road	Dead End	44	Semi-Urban	HC 1 lift	6.0	4.0	0-49	Local Traffic	7	7.5
252	Wellington Street North	Dead End	Martin Street	71	Semi U	HCB - 1 t	7.2	6.6	0-49	Local Traffic	7	8.0
253	Wellington Street North	Martin Street	George Street	121	Semi-U n	H 1 lift	7.2	6.6	0-49	Local Traffic	6	6.5
254	Wellington Street South	Edward Street	John Street	120	Urban	HCB - 1 lift	8.5	6.4	0-49	Local Traffic	8	9.0
255	Wellington Street South	John Street	James Str	21	Se Urban	HCB - 1 lift	8.0	6.4	0-49	Local Traffic	7	9.0
256	Wellington Street South	James Street	Sout imit	143	Sem rban	HCB - 1 lift	8.0	6.4	0-49	Local Traffic	6	8.0
257	Princess Street	Harriston Road	Dead E	73	mi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	6	7.5
258	Princess Street	Dead End	Martin Street	70	Semi-Urban	HCB - 1 lift	7.2	6.6	0-49	Local Traffic	7	8.0
259	Princess Street	Martin Street	Georg reet	121	Semi-Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	6	7.5
260	Princess Street	Edward Street	John Stre	113	Urban	HCB - 1 lift	7.8	6.6	0-49	Trucks/Farm Equipment	6	8.0
261	Princess Street	John Street	James Stree	121	Semi-Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	7	9.5
262	Nelson Street	Harriston Road	Martin Str	268	Urban	HCB - 1 lift	7.8	6.6	50-199	Local Traffic	6	6.0
263	Nelson Street	Martin Street	org treet	121	Semi-Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	5	6.5
264	Nelson Street	George Street	Dead End	46	Semi-Urban	HCB - 1 lift	8.0	6.4	0-49	Local Traffic	6	8.0
265	Nelson Street	John Street	James Street	119	Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	5	7.0
300	Centre Street	Lakelet Road	Lake	116	Semi-Urban	Gravel	8.0	3.5	0-49	Local Traffic	6	6.0
301	Mill Street	Lakelet Road	Lake	65	Semi-Urban	Gravel	8.0	6.0	0-49	Local Traffic	6	6.0
400	Mill Street	Centre Street	Church Street	232	Semi-Urban	HCB - 2 lifts	9.0	6.6	50-199	Local Traffic	9	8.5
401	Queen Street	Brussels Line	Walker Street	119	Semi-Urban	HCB - 1 lift	7.8	6.6	50-199	Local Traffic	5	6.0
402	Queen Street	Walker Street	Marietta Street	518	Semi-Urban	HCB - 1 lift	7.8	6.6	50-199	Local Traffic	7	8.5

B. M. Ross and Associates Limited

Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
403	Queen Street	Marietta Street	Centre Street	203	Semi-Urban	HCB - 2 lifts	9.0	6.6	50-199	Local Traffic	10	10.0
404	Queen Street	Centre Street	Church Street	231	Semi-Urban	HCB - 2 lifts	5	6.6	50-199	Local Traffic	8	9.0
405	Queen Street	Church Street	Village Limits	200	Semi-Urban	Gravel	5.0	3.5	0-49	Local Traffic	7	7.0
406	Ann Street	West Limit	Marietta Street	184	Rural	HCB - t		6.6	50-199	Local Traffic	5	5.5
407	Ann Street	Marietta Street	Centre Street	198	Semi-Urban	H B - 1 lift	9.0	7.2	50-199	Local Traffic	5	5.0
408	Ann Street	Centre Street	Church Street	234	Semi-Urban	HCB - 1 lift	9.0	6	50-199	Local Traffic	5	6.0
409	Main Street	Brussels Line	Allen Street	575	Rural	HCB - 2 li	10.0	6.6	200-499	Local Traffic	7	7.0
410	Main Street	Allen Street	Marietta Street	123	Semi-Urba	HCB 2 lifts	8.6	6.6	200-499	Local Traffic	7	7.5
411	Main Street	Marietta Street	Centre Street	223	Semi-Urban	B - 2 lifts	8.6	6.6	200-499	Local Traffic	7	7.0
412	Sanderson Street	Centre Street	Church Street	343	Semi-Urban	HC 1 lift	8.5	6.6	50-199	Local Traffic	8	9.5
413	McLaughlin Street	Allen Street	Centre Street	309	Rur	HCB - 1 t	8.5	6.6	0-49	Local Traffic	6	7.5
414	McLaughlin Street	Centre Street	Church Street	231	Semi-U n	H 1 lift	8.6	6.6	50-199	Local Traffic	6	8.0
415	Walker Street	Queen Street	Currie Street	120	ural	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	7	8.0
416	Walker Street	Currie Street	Dead En	25	ural	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	7	8.0
417	Allen Street	Main Street	McLaug n Street	141	Sem rban	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	5	7.0
418	Marietta Street	Queen Street	Ann Str	121	mi-Urban	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	5	6.5
419	Marietta Street	Ann Street	Main Street	99	Semi-Urban	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	5	6.0
420	Marietta Street	Main Street	South mit	96	Semi-Urban	HCB - 1 lift	8.5	6.6	0-49	Local Traffic	5	5.0
421	Howick Street	Harriston Road	Gibson Str	376	Semi-Urban	HCB - 2 lifts	7.2	6.6	200-499	Local Traffic	7	8.0
422	Water Street	Gibson Street	Centre Stree	215	Semi-Urban	HCB - 2 lifts	8.0	6.6	200-499	Local Traffic	9	8.0
423	Centre Street	Water Street	Mill Stree	38	Urban	HCB - 2 lifts	7.8	6.6	500-999	Local Traffic	10	10.0
424	Centre Street	Mill Street	ueen reet	95	Urban	HCB - 2 lifts	7.8	6.6	500-999	Local Traffic	10	8.0
425	Centre Street	Queen Street	Ann Street	120	Urban	HCB - 2 lifts	7.8	6.6	500-999	Local Traffic	10	9.0
426	Centre Street	Ann Street	McLaughlin Street	294	Semi-Urban	HCB - 1 lift	8.5	6.6	200-499	Local Traffic	8	10.0
427	Church Street	Mill Street	Mill Pond	119	Semi-Urban	HCB - 1 lift	6.5	5.0	0-49	Local Traffic	9	7.0
428	Church Street	Mill Street	Queen Street	97	Semi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	6	8.0
429	Church Street	Queen Street	Ann Street	120	Semi-Urban	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	6	10.0
430	Church Street	Ann Street	McLaughlin Street	290	Semi-Urban	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	7	8.0
431	Vogt Street	Harriston Road	Gibson Street	228	Semi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	5	5.0

B. M. Ross and Associates Limited

Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
432	Gibson Street	Harriston Road	Vogt Street	194	Semi-Urban	HCB - 2 lifts	8.0	6.6	500-999	Local Traffic	7	7.0
433	Gibson Street	Vogt Street	Howick Street	123	Semi-Urban	HCB - 2 lifts	0	6.6	500-999	Local Traffic	7	7.0
500	Finlay Line	Belmore Line	Belmore Line	139	Semi-Urban	Gravel	7.5	6.0	0-49	Local Traffic	8	8.5
501	Huron-Bruce Road	Belmore Line	Forest Line	2159	Rural	LCB - 2 ts		7.0	200-499	Trucks/Farm Equipment	5	5.5
502	Huron-Bruce Road	Forest Line	Gorrie Line	2040	Rural	H - 2 lifts	8.9	6.9	200-499	Trucks/Farm Equipment	10	10.0
503	Huron-Bruce Road	Gorrie Line	McIntosh Line	2056	Rural	LCB - 2 lifts	8.9	9	200-499	Trucks/Farm Equipment	6	6.0
504	Huron-Bruce Road	McIntosh Line	Toll Gate Line	2045	Rural	HCB - 2 li	8.6	6.6	200-499	Trucks/Farm Equipment	8	9.0
505	Huron-Bruce Road	Toll Gate Line	Malcolm Line	4100	Rural	HCB 2 lifts	8.6	6.6	200-499	Trucks/Farm Equipment	9	8.0
506	Huron-Bruce Road	Malcolm Line	Elora Road	2241	Rural	B - 2 lifts	8.5	6.6	200-499	Trucks/Farm Equipment	9	8.5
507	Huron-Bruce Road	Elora Road	West Heritage	1381	Rural	LCB lifts	8.7	6.7	50-199	Trucks/Farm Equipment	6	7.5
508	W. Heritage Street	Fordwich Line	Elora Road	709	Rur	HCB - 2 s	9.8	7.0	1000-1999	Trucks/Farm Equipment	8	9.0
509	Driftwood Beach Road	Dead End	Fordwich Line	519	Rur	L 2 lifts	7.0	6.0	50-199	Local Traffic	7	6.5
510	Lakelet Road	Lakelet Road	Fordwich Line	1365	Urban	HCB - 2 lifts	7.8	6.3	50-199	Local Traffic	8	8.0
511	Lakelet Road	Toll Gate Line	Lakelet Ro	30	ural	Gravel	7.0	6.0	50-199	Local Traffic	8	8.5
512	Glenannon Road	Toll Gate Line	De nd	636	R al	Gravel	5.5	4.5	0-49	Trucks/Farm Equipment	8	8.0
513	Glenannon Road	McIntosh Line	Toll Gate e	2052	Rural	Gravel	8.0	7.0	50-199	Trucks/Farm Equipment	9	8.5
514	Glenannon Road	Gorrie Line	McIntosh Line	2049	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
515	Glenannon Road	Forest Line	Gorr ne	2044	Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
516	Glenannon Road	Belmore Line	Forest Lin	2145	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
517	Howick-Turnberry Road	Fordwich Line	Malcolm Lin	2073	Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
518	Howick-Turnberry Road	Malcolm Line	Mud Lake L	2055	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
519	Howick-Turnberry Road	Mud Lake Line	H ick-M to Line	1328	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
520	Howick-Minto Line	Clifford Road	Howick- urnberry Road	1302	Rural	HCB - 1 lift	9.3	6.9	200-499	Trucks/Farm Equipment	8	8.5
521	Howick-Minto Line	Howick-Turnberry Road	Salem Road	2058	Rural	HCB - 1 lift	9.1	6.7	200-499	Trucks/Farm Equipment	7	6.0
522	Salem Road	Mud Lake Line	Howick-Minto Line	1266	Rural	Gravel	8.0	6.0	200-499	Trucks/Farm Equipment	7	7.5
523	Salem Road	Malcolm Line	Mud Lake Line	2058	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	9	8.5
524	Salem Road	Fordwich Line	Malcolm Line	2081	Rural	Gravel	8.0	6.0	200-499	Trucks/Farm Equipment	7	7.0
525	Salem Road	Toll Gate Line	Fordwich Line	2051	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
526	Salem Road	McIntosh Line	Toll Gate Line	2049	Rural	Gravel	8.5	6.0	50-199	Trucks/Farm Equipment	7	7.0

B. M. Ross and Associates Limited

Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
527	Salem Road	Gorrie Line	McIntosh Line	2048	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	6	6.5
528	Salem Road	Forest Line	Gorrie Line	2049	Rural	Gravel	0	6.0	50-199	Trucks/Farm Equipment	8	9.0
529	Salem Road	Belmore Line	Forest Line	2125	Rural	Gravel	8.5	6.0	50-199	Trucks/Farm Equipment	8	9.0
530	Orangehill Road	Belmore Street	Lawrie Street	1097	Rural	Grav		6.0	200-499	Trucks/Farm Equipment	8	8.5
531	Orangehill Road	Lawrie Street Line	Gorrie Line	3056	Rural	ravel	8.0	6.0	200-499	Trucks/Farm Equipment	7	7.0
532	Orangehill Road	Gorrie Line	McIntosh Line	2044	Rural	Gravel	8.5	0	50-199	Trucks/Farm Equipment	8	8.0
533	Orangehill Road	McIntosh Line	Toll Gate Line	2049	Rural	Gravel	7.5	7.0	50-199	Trucks/Farm Equipment	7	7.5
534	Orangehill Road	Toll Gate Line	Fordwich Line	2051	Rural	G el	7.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
535	Orangehill Road	Fordwich Line	Malcolm Line	2093	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	7.5
536	Orangehill Road	Malcolm Line	Mud Lake Line	2060	Rural	G el	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
537	Orangehill Road	Mud Lake Line	Howick-Minto Line	1203	Rur	Grave	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
538	Howick-Minto Line	Salem Road	Orangehill Road	2074	Rur	H 2 lifts	8.6	7.0	200-499	Trucks/Farm Equipment	9	10.0
539	Howick-Minto Line	Orangehill Road	Harriston Road	2038	ural	HCB - 2 lifts	8.6	7.0	200-499	Trucks/Farm Equipment	9	10.0
540	Gough Road	McDonald Line	Quarry Li	080	ural	Gravel	8.0	6.0	200-499	Trucks/Farm Equipment	9	9.0
541	Gough Road	Quarry Line	Gor Line	2045	R al	Gravel	8.0	6.0	200-499	Trucks/Farm Equipment	9	9.0
542	Gough Road	Gorrie Line	McIntosh e	2039	Rural	HCB - 2 lifts	8.0	6.8	200-499	Trucks/Farm Equipment	10	8.5
543	Gough Road	McIntosh Line	T II Gate Line	2043	Rural	HCB - 2 lifts	8.0	6.8	200-499	Trucks/Farm Equipment	9	9.0
544	Gough Road	Toll Gate Line	Louisa eet	1642	Rural	HCB - 2 lifts	8.5	7.0	200-499	Trucks/Farm Equipment	9	9.5
545	Gough Road	Louisa Street	Malcolm L	1709	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.5
546	Gough Road	Malcolm Line	Mud Lake Lin	2067	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	7.5
547	Gough Road	Mud Lake Line	Minto Boun y	1071	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
548	Spencetown Road	Mud Lake Line	to B ndary	1019	Rural	Gravel	7.5	6.0	50-199	Trucks/Farm Equipment	8	7.0
549	Spencetown Road	Malcolm Line	Mud Lake Line	2065	Rural	Gravel	8.0	7.0	50-199	Trucks/Farm Equipment	8	7.0
550	Spencetown Road	Fordwich Line	Malcolm Line	2100	Rural	HCB - 2 lifts	8.0	6.8	50-199	Trucks/Farm Equipment	10	10.0
551	Spencetown Road	Toll Gate Line	Fordwich Line	2064	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
552	Spencetown Road	McIntosh Line	Toll Gate Line	2041	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
553	Spencetown Road	Gorrie Line	McIntosh Line	2028	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
554	Spencetown Road	Quarry Line	Gorrie Line	2046	Rural	Gravel	7.5	6.0	50-199	Trucks/Farm Equipment	7	7.0
555	Spencetown Road	C-Line Road	Quarry Line	1951	Rural	Gravel	4.0	3.0	0-49	Trucks/Farm Equipment	6	6.0

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Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
556	Creamery Road	C-Line Road	Gorrie Line	1619	Rural	Gravel	6.0	5.0	0-49	Trucks/Farm Equipment	7	7.5
557	Creamery Road	Gorrie Line	McIntosh Line	2028	Rural	HCB - 2 lifts	2	6.7	50-199	Trucks/Farm Equipment	8	9.5
558	Creamery Road	McIntosh Line	Toll Gate Line	2039	Rural	HCB - 2 lifts	8.2	6.7	50-199	Trucks/Farm Equipment	7	9.5
559	Creamery Road	Toll Gate Line	Fordwich Line	2070	Rural	HCB - 2 ts		6.7	200-499	Trucks/Farm Equipment	6	8.0
560	Creamery Road	Fordwich Line	Malcolm Line	2098	Rural	ravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
561	Creamery Road	Malcolm Line	Mud Lake Line	2069	Rural	Gravel	8.0	0	50-199	Trucks/Farm Equipment	7	7.0
562	Creamery Road	Mud Lake Line	Minto Boundary	933	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
563	Forest Line	Huron-Bruce Road	Glenannon Road	2041	Rural	G el	6.5	6.0	50-199	Trucks/Farm Equipment	7	7.0
564	Forest Line	Glenannon Road	Howick-Turnberry Road	2043	Rural	Gravel	6.9	6.0	50-199	Trucks/Farm Equipment	7	7.5
565	Forest Line	Howick-Turnberry Road	Salem Road	2038	Rural	G el	7.0	6.0	0-49	Trucks/Farm Equipment	7	7.0
566	Lawrie Street	Salem Road	Orangehill Road	2046	Rur	Grave	7.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
567	Lawrie Street	Orangehill Road	530m N of Harriston Road	1526	Rur	avel	7.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
568	Church Street	McLaughlin Street	Gough Road	1032	ural	Gravel	7.0	6.0	200-499	Trucks/Farm Equipment	7	7.5
569	McDonald Line	Brussels Line	C-Line Ro	197	ural	Gravel	7.2	6.0	50-199	Trucks/Farm Equipment	7	7.0
570	McDonald Line	C-Line Road	Ambe Road	2035	R al	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
571	Johnston Line	C-Line Road	Amberley d	2074	Rural	Gravel	7.5	6.0	200-499	Trucks/Farm Equipment	8	8.0
572	Quarry Line	Spencetown Road	C Line Road	1655	Rural	Gravel	6.0	5.5	0-49	Trucks/Farm Equipment	8	7.5
573	Quarry Line	Gough Road	Spencet Road	2046	Rural	Gravel	6.0	5.5	0-49	Trucks/Farm Equipment	7	7.0
574	Gorrie Line	Huron-Bruce Road	Glenannon R d	2041	Rural	Gravel	7.3	5.5	0-49	Trucks/Farm Equipment	7	8.0
575	Gorrie Line	Glenannon Road	Howick-Turnberry oad	2035	Rural	Gravel	9.5	6.0	0-49	Trucks/Farm Equipment	6	7.0
576	Gorrie Line	Howick-Turnberry Road	Salem Ro	2039	Rural	Gravel	9.6	6.0	200-499	Trucks/Farm Equipment	7	8.0
577	Gorrie Line	Salem Road	nge Road	2044	Rural	Gravel	9.6	6.0	200-499	Trucks/Farm Equipment	7	8.5
578	Gorrie Line	Orangehill Road	Harr ston Road	2062	Rural	Gravel	9.6	6.0	200-499	Trucks/Farm Equipment	8	8.5
579	McIntosh Line	Creamery Road	Perth Road 178	1841	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	6.0
580	McIntosh Line	Spencetown Road	Creamery Road	2041	Rural	Gravel	6.5	5.5	0-49	Local Traffic	7	6.0
581	McIntosh Line	Gough Road	Spencetown Road	2058	Rural	Gravel	7.0	6.0	0-49	Trucks/Farm Equipment	7	6.5
582	McIntosh Line	Harriston Road	Gough Road	2045	Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	6	6.0
583	Toll Gate Line	Huron-Bruce Road	Glenannon Road	2041	Rural	Gravel	7.0	6.0	0-49	Local Traffic	6	6.0
584	Toll Gate Line	Glenannon Road	Howick-Turnberry Road	2042	Rural	Gravel	7.0	6.0	0-49	Local Traffic	7	7.0

B. M. Ross and Associates Limited

Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
585	Toll Gate Line	Howick-Turnberry Road	Salem Road	2050	Rural	Gravel	7.5	6.0	50-199	Local Traffic	7	7.0
586	Toll Gate Line	Salem Road	Orangehill Road	2067	Rural	Gravel	5	5.5	0-49	Local Traffic	7	6.5
587	Toll Gate Line	Orangehill Road	Harriston Road	2008	Rural	Gravel	5.0	4.0	0-49	Local Traffic	6	6.0
588	Toll Gate Line	Harriston Road	Gough Road	2045	Rural	Grav		6.0	0-49	Local Traffic	7	7.0
589	Toll Gate Line	Gough Road	Spencetown Road	2057	Rural	ravel	7.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
590	Toll Gate Line	Spencetown Road	Creamery Road	2041	Rural	Gravel	6.0	0	50-199	Trucks/Farm Equipment	7	6.5
591	Toll Gate Line	Creamery Road	Perth Road 178	1899	Rural	Gravel	6.5	5.5	0-49	Local Traffic	7	6.0
592	Malcolm Line	Huron-Bruce Road	Fordwich Line	2054	Rural	G el	7.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
593	Macolm Line	Fordwich Line	Howick-Turnberry Road	2048	Rural	Gravel	4.0	3.0	0-49	Local Traffic	6	5.5
594	Malcolm Line	Howick-Turnberry Road	Salem Road	2055	Rural	G el	5.0	4.0	50-199	Local Traffic	7	6.0
595	Malcolm Line	Salem Road	Orangehill Road	2079	Rur	Grave	6.5	5.5	50-199	Local Traffic	7	7.5
596	Malcolm Line	Orangehill Road	Harriston Road	2009	Rur	avel	7.0	6.0	50-199	Local Traffic	7	7.0
597	Malcolm Line	Harriston Road	Gough Road	2054	ural	Gravel	9.0	6.0	50-199	Local Traffic	9	9.0
598	Malcolm Line	Gough Road	Spencetown ad	050	ural	Gravel	9.0	6.0	50-199	Local Traffic	9	9.0
599	Malcolm Line	Spencetown Road	Cream Road	2053	R al	Gravel	8.0	6.0	50-199	Local Traffic	6	8.5
600	Malcolm Line	Creamery Road	Perth Roa 78	2014	Rural	Gravel	7.0	6.0	50-199	Local Traffic	7	7.5
601	Mud Lake Line	Creamery Road	P th Road 178	2059	Rural	Gravel	7.5	6.0	50-199	Local Traffic	7	6.5
602	Mud Lake Line	Spencetown Road	Cream Road	2056	Rural	Gravel	7.0	6.0	50-199	Local Traffic	7	7.0
603	Mud Lake Line	Gough Road	Spencetown d	2058	Rural	Gravel	6.5	5.5	0-49	Local Traffic	6	6.0
604	Mud Lake Line	Harriston Road	Gough Road	2105	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	7.0
606	Mud Lake Line	Salem Road	Orangehill R d	2059	Rural	Gravel	5.5	4.5	0-49	Local Traffic	7	6.0
607	Mud Lake Line	Howick-Turnberry Road	alem oad	2058	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	6.5
608	Mud Lake Line	Fordwich Line	Howick- urnberry Road	2055	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	7.0
609	Mud Lake Line	Huron-Bruce Road	Fordwich Line	2051	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	7.0
610	Short Line	Dead End	Perth Road 178	216	Rural	Gravel	6.0	5.0	0-49	Local Traffic	8	7.0
611	Marsh Line	Harriston Road	Dead End	272	Rural	Gravel	4.8	4.8	0-49	Local Traffic	6	7.0
612	River Road	Harriston Road	Harriston Road	950	Rural	LCB - 1 lift	5.0	4.6	0-49	Local Traffic	7	7.0
613	C-Line Road	McDonald Line	Johnston Line	2052	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.5
614	C-Line Road	Johnston Line	Adams Line	2015	Rural	Gravel	8.5	6.0	50-199	Trucks/Farm Equipment	7	7.5

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Section Number	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structure Condition Rating
615	C-Line Road	Adams Line	Gorrie Line	1361	Rural	Gravel	8.5	6.0	50-199	Trucks/Farm Equipment	7	7.5
616	Adam's Line	C-Line Road	Amberley Road	2040	Rural	Gravel	5	3.5	0-49	Trucks/Farm Equipment	6	6.0
617	Lawrie Street	530m N of Harriston Road	Harriston Road	527	Rural	LCB - 2 lifts	7.0	6.0	50-199	Trucks/Farm Equipment	9	9.0
618	Quarry Line	Quarry Line	C-Line Road	187	Rural	Grav		5.0	0-49	Trucks/Farm Equipment	8	8.0



APPENDIX A-2 INVENTORY SUMMARY SHEET SORTED BY RO D NAME

Section ID	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
616	Adam's Line	C-Line Road	Amberley Road	2040	Rural	Gravel	4.5	3.5	0-49	Trucks/Farm Equipment	6	6.0
113	Adelaide Street	Arthur Street	Patrick Street	201	Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	5	8.0
115	Adelaide Street	William Street	Dead End	98	Semi-Urban	HCB - 1 lift	8.0	4.0	0-49	Local Traffic	7	8.5
112	Adelaide Street	Arthur Street	West Street	228	Rural	HCB - 1 lift		5.5	0-49	Local Traffic	9	8.0
114	Adelaide Street	Patrick Street	William Street	200	Semi-Urban	HCB - 1 lift	10.6	66	200-499	Local Traffic	8	10.0
109	Albert Street	Arthur Street	Patrick Street	198	Semi-Urban	HCB - 21 ts	8.0	6	0-49	Local Traffic	10	7.0
244	Albert Street	Harriston Road	Rail Line Road	60	Semi-Urban	HCB lift	7.0	5.5	0-49	Local Traffic	7	8.0
111	Albert Street	William Street	East Street	207	Semi-Urban	H B - 1 lift	8.0	6.6	199	Local Traffic	6	7.5
110	Albert Street	Patrick Street	William Street	200	Semi-Urban	HCB - 1 lift	8.0	6.6	50-199	Local Traffic	9	10.0
249	Albert Street South	John Street	James Street	121	Semi-Urban	H - 1 li	9.0	6.6	0-49	Local Traffic	5	8.5
246	Albert Street South	Dead End	Mill Street	35	Semi-Urban	HCB ft	7.0	5.0	0-49	Local Traffic	10	8.0
250	Albert Street South	James Street	Dead End	125	mi-Urban	HCB - 1	4.5	3.0	0-49	Local Traffic	9	7.0
247	Albert Street South	Mill Street	Edward Street	120	emi-U	HCB - 1 lift	9.0	6.6	0-49	Local Traffic	5	8.0
248	Albert Street South	Edward Street	John Street	122	S mi-Urban	1 lift	9.0	6.6	0-49	Local Traffic	5	7.0
245	Albert Street North	Dead End	Martin Street	46	Se Urba	HCB - 1 li t	7.2	6.6	0-49	Local Traffic	7	8.5
128	Alfred Street	Arthur Street	Patrick Street	01	Sem an	HCB - 1 lift	9.0	6.6	50-199	Local Traffic	6	9.0
127	Alice Street	Arthur Street	Patrick Street	2	Urb	HCB - 1 lift	8.8	6.6	50-199	Local Traffic	5	7.0
126	Alice Street	West Street	Arthur Str	2	Rura	HCB - 1 lift	8.6	6.6	50-199	Local Traffic	7	9.5
417	Allen Street	Main Street	McLaughlin et		mi Urban	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	5	7.0
236	Alma Street	Mill Street	Edward Stree	121	Semi-Urban	HCB - 2 lifts	7.8	7.0	0-49	Local Traffic	9	10.0
239	Alma Street	James Street	h Limit	142	Urban	Gravel	7.0	4.5	0-49	Local Traffic	7	8.0
237	Alma Street	Edward Street	John S	120	Urban	HCB - 2 lifts	7.8	7.0	0-49	Local Traffic	9	10.0
233	Alma Street	Harriston Road	William Stree	2	Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	5	5.5
234	Alma Street	William Street	South Limit	103	Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	7	9.5
238	Alma Street	John Street	James Street	117	Urban	HCB - 2 lifts	7.8	7.0	0-49	Local Traffic	9	10.0
235	Alma Street	George Street	Mill Street	61	Semi-Urban	HCB - 2 lifts	7.8	7.0	0-49	Local Traffic	9	10.0
408	Ann Street	Centre Street	C ch St t	234	Semi-Urban	HCB - 1 lift	9.0	6.6	50-199	Local Traffic	5	6.0
407	Ann Street	Marietta Street	Cent treet	198	Semi-Urban	HCB - 1 lift	9.0	7.2	50-199	Local Traffic	5	5.0
406	Ann Street	West Limit	Marietta Street	184	Rural	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	5	5.5
134	Arthur Street	Edward Street	Alice Street	120	Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	6	7.0
133	Arthur Street	Louisa Street	Edward Street	121	Semi-Urban	HCB - 1 lift	7.8	6.6	50-199	Local Traffic	6	7.0
135	Arthur Street	Alice Street	Alfred Street	122	Rural	HCB - 1 lift	7.0	5.0	50-199	Local Traffic	7	7.0
131	Arthur Street	Albert Street	Adelaide Street	118	Semi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	6	9.0
136	Arthur Street	Alfred Street	Helena Street	116	Semi-Urban	HCB - 1 lift	7.0	5.0	0-49	Local Traffic	9	9.0
132	Arthur Street	Mary Street	Louisa Street	106	Semi-Urban	HCB - 1 lift	6.0	4.5	0-49	Local Traffic	10	8.0
106	Brookhaven Drive	Patrick Street	Victoria Street	494	Semi-Urban	HCB - 2 lifts	8.0	6.6	50-199	Local Traffic	10	8.0

B. M. Ross and Associates Limited

Section ID	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
423	Centre Street	Water Street	Mill Street	38	Urban	HCB - 2 lifts	7.8	6.6	500-999	Local Traffic	10	10.0
424	Centre Street	Mill Street	Queen Street	95	Urban	HCB - 2 lifts	7.8	.6	500-999	Local Traffic	10	8.0
300	Centre Street	Lakelet Road	Lake	116	Semi-Urban	Gravel	8.0	3.5	0-49	Local Traffic	6	6.0
426	Centre Street	Ann Street	McLaughlin Street	294	Semi-Urban	HCB - 1 lift	8	6.6	200-499	Local Traffic	8	10.0
425	Centre Street	Queen Street	Ann Street	120	Urban	HCB - 2 lifts	7.8	6.6	500-999	Local Traffic	10	9.0
427	Church Street	Mill Street	Mill Pond	119	Semi-Urban	HCB - 1 lft	6.5	5	0-49	Local Traffic	9	7.0
428	Church Street	Mill Street	Queen Street	97	Semi-Urban	HCB lift	8.0	6.6	0-49	Local Traffic	6	8.0
429	Church Street	Queen Street	Ann Street	120	Semi-Urban	H - 1 lift	8.5	6.6	199	Local Traffic	6	10.0
568	Church Street	McLaughlin Street	Gough Road	1032	Rural	Gravel	.0	6.0	200-499	Trucks/Farm Equipment	7	7.5
430	Church Street	Ann Street	McLaughlin Street	290	Semi-Urban	- 1 li	8.5	6.6	50-199	Local Traffic	7	8.0
615	C-Line Road	Adams Line	Gorrie Line	1361	Rural	Gr	8.5	6.0	50-199	Trucks/Farm Equipment	7	7.5
613	C-Line Road	McDonald Line	Johnston Line	2052	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.5
614	C-Line Road	Johnston Line	Adams Line	2015	Rur	Gravel	8.5	6.0	50-199	Trucks/Farm Equipment	7	7.5
558	Creamery Road	McIntosh Line	Toll Gate Line	2039	Rural	2 lifts	8.2	6.7	50-199	Trucks/Farm Equipment	7	9.5
562	Creamery Road	Mud Lake Line	Minto Boundary	933	ural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
559	Creamery Road	Toll Gate Line	Fordwich Line	070	R	HCB - 2 lifts	8.2	6.7	200-499	Trucks/Farm Equipment	6	8.0
560	Creamery Road	Fordwich Line	Malcolm Line	2	Ru	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
557	Creamery Road	Gorrie Line	McIntosh L	2 8	Rura	HCB - 2 lifts	8.2	6.7	50-199	Trucks/Farm Equipment	8	9.5
561	Creamery Road	Malcolm Line	Mud Lake e		Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
556	Creamery Road	C-Line Road	Gorrie Line	1619	Rural	Gravel	6.0	5.0	0-49	Trucks/Farm Equipment	7	7.5
509	Driftwood Beach Road	Dead End	F d ich Line	519	Rural	LCB - 2 lifts	7.0	6.0	50-199	Local Traffic	7	6.5
144	East Street	Louisa Street	Dead E	224	Semi-Urban	HCB - 1 lift	6.0	5.0	0-49	Local Traffic	10	8.0
143	East Street	Dead End	Victoria Stree	7	Semi-Urban	HCB - 1 lift	6.0	4.0	0-49	Local Traffic	9	8.0
125	Edward Street	Arthur Street	Patrick Street	157	Urban	HCB - 1 lift	8.8	6.6	0-49	Local Traffic	5	8.0
217	Edward Street	Maitland Street	Albert Street	101	Semi-Urban	HCB - 1 lift	10.0	6.6	50-199	Local Traffic	5	6.0
219	Edward Street	Victoria Street	ellington Stre	102	Semi-Urban	HCB - 1 lift	10.0	7.5	50-199	Local Traffic	9	9.0
220	Edward Street	Wellington Street	P ess S et	90	Semi-Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	6	8.0
218	Edward Street	Albert Street	Victor Street	99	Semi-Urban	HCB - 2 lifts	10.0	6.6	50-199	Local Traffic	8	9.5
124	Edward Street	West Street	Arthur Street	215	Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	6	9.0
216	Edward Street	Alma Street	Maitland Street	100	Semi-Urban	HCB - 1 lift	10.0	6.6	50-199	Local Traffic	5	6.5
500	Finlay Line	Belmore Line	Belmore Line	139	Semi-Urban	Gravel	7.5	6.0	0-49	Local Traffic	8	8.5
565	Forest Line	Howick-Turnberry Road	Salem Road	2038	Rural	Gravel	7.0	6.0	0-49	Trucks/Farm Equipment	7	7.0
564	Forest Line	Glenannon Road	Howick-Turnberry Road	2043	Rural	Gravel	6.9	6.0	50-199	Trucks/Farm Equipment	7	7.5
563	Forest Line	Huron-Bruce Road	Glenannon Road	2041	Rural	Gravel	6.5	6.0	50-199	Trucks/Farm Equipment	7	7.0
209	George Street	Wellington Street	Princess Street	101	Semi-Urban	HCB - 1 lift	8.0	6.4	50-199	Local Traffic	5	6.5
211	George Street	Nelson Street	East Limit	115	Semi-Urban	HCB - 1 lift	8.0	6.4	0-49	Local Traffic	6	6.5
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B. M. Ross and Associates Limited

Section ID	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
208	George Street	Victoria Street	Wellington Street	100	Semi-Urban	HCB - 1 lift	8.0	6.4	50-199	Local Traffic	5	6.5
210	George Street	Princess Street	Nelson Street	101	Semi-Urban	HCB - 1 lift	8.0	.4	50-199	Local Traffic	5	6.5
432	Gibson Street	Harriston Road	Vogt Street	194	Semi-Urban	HCB - 2 lifts	8.0	6.6	500-999	Local Traffic	7	7.0
433	Gibson Street	Vogt Street	Howick Street	123	Semi-Urban	HCB - 2 lifts	8	6.6	500-999	Local Traffic	7	7.0
512	Glenannon Road	Toll Gate Line	Dead End	636	Rural	Gravel	5.5	4.5	0-49	Trucks/Farm Equipment	8	8.0
515	Glenannon Road	Forest Line	Gorrie Line	2044	Rural	Gravel	7.0	6	50-199	Trucks/Farm Equipment	8	8.0
516	Glenannon Road	Belmore Line	Forest Line	2145	Rural	Gr I	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
513	Glenannon Road	McIntosh Line	Toll Gate Line	2052	Rural	ravel	8.0	7.0	199	Trucks/Farm Equipment	9	8.5
514	Glenannon Road	Gorrie Line	McIntosh Line	2049	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
578	Gorrie Line	Orangehill Road	Harriston Road	2062	Rural	ravel	9.6	6.0	200-499	Trucks/Farm Equipment	8	8.5
576	Gorrie Line	Howick-Turnberry Road	Salem Road	2039	Rural	Gr	9.6	6.0	200-499	Trucks/Farm Equipment	7	8.0
575	Gorrie Line	Glenannon Road	Howick-Turnberry Road	2035	Rural	Gravel	9.5	6.0	0-49	Trucks/Farm Equipment	6	7.0
574	Gorrie Line	Huron-Bruce Road	Glenannon Road	2041	Rur	Gravel	7.3	5.5	0-49	Trucks/Farm Equipment	7	8.0
577	Gorrie Line	Salem Road	Orangehill Road	2044	Rural	vel	9.6	6.0	200-499	Trucks/Farm Equipment	7	8.5
543	Gough Road	McIntosh Line	Toll Gate Line	2043	ural	HCB - 2 lif	8.0	6.8	200-499	Trucks/Farm Equipment	9	9.0
541	Gough Road	Quarry Line	Gorrie Line	045	R	Gravel	8.0	6.0	200-499	Trucks/Farm Equipment	9	9.0
544	Gough Road	Toll Gate Line	Louisa Street	1	Ru	HCB - 2 lifts	8.5	7.0	200-499	Trucks/Farm Equipment	9	9.5
542	Gough Road	Gorrie Line	McIntosh L	2 9	Rura	HCB - 2 lifts	8.0	6.8	200-499	Trucks/Farm Equipment	10	8.5
546	Gough Road	Malcolm Line	Mud Lake e		Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	7.5
540	Gough Road	McDonald Line	Quarry Line	2080	Rural	Gravel	8.0	6.0	200-499	Trucks/Farm Equipment	9	9.0
547	Gough Road	Mud Lake Line	M Boundary	1071	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
545	Gough Road	Louisa Street	Malcolm e	1709	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.5
129	Helena Street	Arthur Street	Patrick Stree	4	Semi-Urban	HCB - 2 lifts	8.5	6.6	0-49	Trucks/Farm Equipment	10	9.0
421	Howick Street	Harriston Road	Gibson Street	376	Semi-Urban	HCB - 2 lifts	7.2	6.6	200-499	Local Traffic	7	8.0
520	Howick-Minto Line	Clifford Road	Howick-Turnberry R	1302	Rural	HCB - 1 lift	9.3	6.9	200-499	Trucks/Farm Equipment	8	8.5
521	Howick-Minto Line	Howick-Turnberry Road	Salem Road	2058	Rural	HCB - 1 lift	9.1	6.7	200-499	Trucks/Farm Equipment	7	6.0
539	Howick-Minto Line	Orangehill Road	H ton R d	2038	Rural	HCB - 2 lifts	8.6	7.0	200-499	Trucks/Farm Equipment	9	10.0
538	Howick-Minto Line	Salem Road	Orang Road	2074	Rural	HCB - 2 lifts	8.6	7.0	200-499	Trucks/Farm Equipment	9	10.0
518	Howick-Turnberry Road	Malcolm Line	Mud Lake Line	2055	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
517	Howick-Turnberry Road	Fordwich Line	Malcolm Line	2073	Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
519	Howick-Turnberry Road	Mud Lake Line	Howick-Minto Line	1328	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
501	Huron-Bruce Road	Belmore Line	Forest Line	2159	Rural	LCB - 2 lifts	9.0	7.0	200-499	Trucks/Farm Equipment	5	5.5
505	Huron-Bruce Road	Toll Gate Line	Malcolm Line	4100	Rural	HCB - 2 lifts	8.6	6.6	200-499	Trucks/Farm Equipment	9	8.0
503	Huron-Bruce Road	Gorrie Line	McIntosh Line	2056	Rural	LCB - 2 lifts	8.9	6.9	200-499	Trucks/Farm Equipment	6	6.0
507	Huron-Bruce Road	Elora Road	West Heritage	1381	Rural	LCB - 2 lifts	8.7	6.7	50-199	Trucks/Farm Equipment	6	7.5
506	Huron-Bruce Road	Malcolm Line	Elora Road	2241	Rural	HCB - 2 lifts	8.5	6.6	200-499	Trucks/Farm Equipment	9	8.5
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B. M. Ross and Associates Limited

Section ID	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
504	Huron-Bruce Road	McIntosh Line	Toll Gate Line	2045	Rural	HCB - 2 lifts	8.6	6.6	200-499	Trucks/Farm Equipment	8	9.0
502	Huron-Bruce Road	Forest Line	Gorrie Line	2040	Rural	HCB - 2 lifts	8.9	.9	200-499	Trucks/Farm Equipment	10	10.0
229	James Street	Maitland Street	Albert Street	101	Semi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	6	7.0
228	James Street	Maitland Street	Alma Street	96	Semi-Urban	HCB - 1 lift		5.5	0-49	Local Traffic	8	10.0
232	James Street	Wellington Street	Princess Street	99	Semi-Urban	HCB - 1 lift	8.0	6.2	0-49	Local Traffic	7	9.0
230	James Street	Albert Street	Victoria Street	101	Semi-Urban	HCB - 1 lft	8.0	6	50-199	Local Traffic	5	6.5
231	James Street	Victoria Street	Wellington Street	100	Semi-Urban	HCB lift	8.0	6.4	50-199	Local Traffic	7	9.0
223	John Street	Albert Street	Victoria Street	101	Semi-Urban	H - 1 lift	8.0	6.6	199	Local Traffic	5	7.0
225	John Street	Wellington Street	Princess Street	100	Semi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	5	7.0
227	John Street	Nelson Street	East Limit	98	Urban	- 1 li	8.0	6.6	0-49	Local Traffic	5	6.0
224	John Street	Victoria Street	Wellington Street	101	Semi-Urban	HCB ft	9.0	6.6	50-199	Local Traffic	5	6.0
222	John Street	Maitland Street	Albert Street	100	mi-Urban	HCB - 1	8.0	6.6	0-49	Local Traffic	5	6.5
226	John Street	Princess Street	Nelson Street	101	Urb	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	5	7.0
221	John Street	Alma Street	Maitland Street	100	Urban	1 lift	8.0	6.0	0-49	Local Traffic	6	7.5
571	Johnston Line	C-Line Road	Amberley Road	2074	ural	Gravel	7.5	6.0	200-499	Trucks/Farm Equipment	8	8.0
510	Lakelet Road	Lakelet Road	Fordwich Line	365	Sem an	HCB - 2 lifts	7.8	6.3	50-199	Local Traffic	8	8.0
511	Lakelet Road	Toll Gate Line	Lakelet Road	9	Ru	Gravel	7.0	6.0	50-199	Local Traffic	8	8.5
617	Lawrie Street	530m N of Harriston Road	Harriston R d	5	Rura	LCB - 2 lifts	7.0	6.0	50-199	Trucks/Farm Equipment	9	9.0
567	Lawrie Street	Orangehill Road	530m N of Harr n Road		Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
566	Lawrie Street	Salem Road	Orangehill Roa	2046	Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
121	Louisa Street	Patrick Street	River	39	Semi-Urban	Gravel	10.0	9.0	0-49	Special Case	9	9.0
123	Louisa Street	William Street	East St	206	Semi-Urban	Gravel	8.0	6.6	50-199	Trucks/Farm Equipment	9	10.0
120	Louisa Street	Arthur Street	Patrick Stree	6	Semi-Urban	HCB - 1 lift	8.6	7.7	50-199	Trucks/Farm Equipment	9	10.0
122	Louisa Street	Old Mill Road	William Street	144	Semi-Urban	HCB - 1 lift	7.5	6.6	50-199	Trucks/Farm Equipment	9	10.0
119	Louisa Street	West Street	Arthur Street	214	Semi-Urban	HCB - 1 lift	8.6	7.7	50-199	Trucks/Farm Equipment	9	10.0
593	Macolm Line	Fordwich Line	H k-Turnberry ad	2048	Rural	Gravel	4.0	3.0	0-49	Local Traffic	6	5.5
410	Main Street	Allen Street	M tta S et	123	Semi-Urban	HCB - 2 lifts	8.6	6.6	200-499	Local Traffic	7	7.5
411	Main Street	Marietta Street	Cent treet	223	Semi-Urban	HCB - 2 lifts	8.6	6.6	200-499	Local Traffic	7	7.0
409	Main Street	Brussels Line	Allen Street	575	Rural	HCB - 2 lifts	10.0	6.6	200-499	Local Traffic	7	7.0
240	Maitland Street	Harriston Road	Dead End	68	Semi-Urban	HCB - 1 lift	5.5	4.5	0-49	Local Traffic	7	7.5
241	Maitland Street	Mill Street	Edward Street	121	Semi-Urban	HCB - 1 lift	9.0	6.6	0-49	Local Traffic	5	7.5
242	Maitland Street	Edward Street	John Street	121	Semi-Urban	HCB - 1 lift	9.0	6.6	0-49	Local Traffic	5	7.0
243	Maitland Street	John Street	James Street	121	Semi-Urban	HCB - 1 lift	9.0	6.6	0-49	Local Traffic	5	7.0
594	Malcolm Line	Howick-Turnberry Road	Salem Road	2055	Rural	Gravel	5.0	4.0	50-199	Local Traffic	7	6.0
600	Malcolm Line	Creamery Road	Perth Road 178	2014	Rural	Gravel	7.0	6.0	50-199	Local Traffic	7	7.5
592	Malcolm Line	Huron-Bruce Road	Fordwich Line	2054	Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
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B. M. Ross and Associates Limited

Section ID	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
599	Malcolm Line	Spencetown Road	Creamery Road	2053	Rural	Gravel	8.0	6.0	50-199	Local Traffic	6	8.5
596	Malcolm Line	Orangehill Road	Harriston Road	2009	Rural	Gravel	7.0	.0	50-199	Local Traffic	7	7.0
595	Malcolm Line	Salem Road	Orangehill Road	2079	Rural	Gravel	6.5	5.5	50-199	Local Traffic	7	7.5
597	Malcolm Line	Harriston Road	Gough Road	2054	Rural	Gravel		6.0	50-199	Local Traffic	9	9.0
598	Malcolm Line	Gough Road	Spencetown Road	2050	Rural	Gravel	9.0	6.0	50-199	Local Traffic	9	9.0
418	Marietta Street	Queen Street	Ann Street	121	Semi-Urban	HCB - 1 lft	8.5	6	50-199	Local Traffic	5	6.5
419	Marietta Street	Ann Street	Main Street	99	Semi-Urban	HCB lift	8.5	6.6	50-199	Local Traffic	5	6.0
420	Marietta Street	Main Street	South Limit	96	Semi-Urban	H - 1 lift	8.5	6.6	49	Local Traffic	5	5.0
611	Marsh Line	Harriston Road	Dead End	272	Rural	Gravel	4.8	4.8	0-49	Local Traffic	6	7.0
206	Martin Street	Princess Street	Nelson Street	100	Semi-Urban	- 1 li	8.0	6.4	50-199	Local Traffic	6	7.0
205	Martin Street	Wellington Street	Princess Street	102	Semi-Urban	HCB ft	8.0	6.4	50-199	Local Traffic	5	7.0
203	Martin Street	Dead End	Victoria Street	147	mi-Urban	HCB - 1	7.3	6.6	0-49	Local Traffic	6	7.0
204	Martin Street	Victoria Street	Wellington Street	100	emi	HCB - 1 lift	8.0	6.6	50-199	Local Traffic	6	7.0
207	Martin Street	Nelson Street	Dead End	109	S mi-Urban	1 lift	8.0	5.0	0-49	Local Traffic	9	9.0
117	Mary Street	William Street	East limit	210	Se Urba	HCB - 1 li	7.5	6.6	50-199	Local Traffic	7	9.5
116	Mary Street	Patrick Street	William Street	09	Sem an	HCB - 1 lift	8.0	6.6	50-199	Local Traffic	6	8.5
569	McDonald Line	Brussels Line	C-Line Road	2	Ru	Gravel	7.2	6.0	50-199	Trucks/Farm Equipment	7	7.0
570	McDonald Line	C-Line Road	Amberley R d	2 5	Rura	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
581	McIntosh Line	Gough Road	Spencetown ad		Rural	Gravel	7.0	6.0	0-49	Trucks/Farm Equipment	7	6.5
582	McIntosh Line	Harriston Road	Gough Road	2045	Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	6	6.0
579	McIntosh Line	Creamery Road	P h Road 178	1841	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	6.0
580	McIntosh Line	Spencetown Road	Creamery ad	2041	Rural	Gravel	6.5	5.5	0-49	Local Traffic	7	6.0
414	McLaughlin Street	Centre Street	Church Stree	1	Semi-Urban	HCB - 1 lift	8.6	6.6	50-199	Local Traffic	6	8.0
413	McLaughlin Street	Allen Street	Centre Street	309	Rural	HCB - 1 lift	8.5	6.6	0-49	Local Traffic	6	7.5
214	Mill Street	Albert Street	Victoria Street	100	Semi-Urban	HCB - 1 lift	20.1	7.2	50-199	Local Traffic	5	6.0
212	Mill Street	Alma Street	Maitland Stree	100	Semi-Urban	HCB - 1 lift	7.2	6.6	50-199	Local Traffic	6	7.0
213	Mill Street	Maitland Street	rt Str t	102	Semi-Urban	HCB - 1 lift	20.1	7.2	50-199	Local Traffic	6	7.0
301	Mill Street	Lakelet Road	Ļ	65	Semi-Urban	Gravel	8.0	6.0	0-49	Local Traffic	6	6.0
400	Mill Street	Centre Street	Church Street	232	Semi-Urban	HCB - 2 lifts	9.0	6.6	50-199	Local Traffic	9	8.5
215	Mill Street East	Victoria Street	Edward Street	124	Semi-Urban	HCB - 1 lift	9.0	6.4	50-199	Local Traffic	8	9.5
609	Mud Lake Line	Huron-Bruce Road	Fordwich Line	2051	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	7.0
604	Mud Lake Line	Harriston Road	Gough Road	2105	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	7.0
603	Mud Lake Line	Gough Road	Spencetown Road	2058	Rural	Gravel	6.5	5.5	0-49	Local Traffic	6	6.0
606	Mud Lake Line	Salem Road	Orangehill Road	2059	Rural	Gravel	5.5	4.5	0-49	Local Traffic	7	6.0
602	Mud Lake Line	Spencetown Road	Creamery Road	2056	Rural	Gravel	7.0	6.0	50-199	Local Traffic	7	7.0
608	Mud Lake Line	Fordwich Line	Howick-Turnberry Road	2055	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	7.0
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B. M. Ross and Associates Limited

Section ID	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
607	Mud Lake Line	Howick-Turnberry Road	Salem Road	2058	Rural	Gravel	6.0	5.0	0-49	Local Traffic	7	6.5
601	Mud Lake Line	Creamery Road	Perth Road 178	2059	Rural	Gravel	7.5	.0	50-199	Local Traffic	7	6.5
263	Nelson Street	Martin Street	George Street	121	Semi-Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	5	6.5
262	Nelson Street	Harriston Road	Martin Street	268	Urban	HCB - 1 lift	7	6.6	50-199	Local Traffic	6	6.0
265	Nelson Street	John Street	James Street	119	Urban	HCB - 1 lift	7.8	66	0-49	Local Traffic	5	7.0
264	Nelson Street	George Street	Dead End	46	Semi-Urban	HCB - 1 lft	8.0	6	0-49	Local Traffic	6	8.0
100	North Street	Dead End	Patrick Street	68	Semi-Urban	HCB lift	8.5	6.0	0-49	Local Traffic	9	8.0
137	Old Mill Road	Mary Street	Louisa Street	138	Semi-Urban	H - 1 lift	7.5	6.6	199	Trucks/Farm Equipment	9	10.0
534	Orangehill Road	Toll Gate Line	Fordwich Line	2051	Rural	Gravel	.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
533	Orangehill Road	McIntosh Line	Toll Gate Line	2049	Rural	ravel	7.5	7.0	50-199	Trucks/Farm Equipment	7	7.5
536	Orangehill Road	Malcolm Line	Mud Lake Line	2060	Rural	Gr	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
535	Orangehill Road	Fordwich Line	Malcolm Line	2093	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	7.5
530	Orangehill Road	Belmore Street	Lawrie Street	1097	Rur	Gravel	8.5	6.0	200-499	Trucks/Farm Equipment	8	8.5
532	Orangehill Road	Gorrie Line	McIntosh Line	2044	Rural	vel	8.5	6.0	50-199	Trucks/Farm Equipment	8	8.0
537	Orangehill Road	Mud Lake Line	Howick-Minto Line	1203	ural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	7.0
531	Orangehill Road	Lawrie Street Line	Gorrie Line	056	R	Gravel	8.0	6.0	200-499	Trucks/Farm Equipment	7	7.0
258	Princess Street	Dead End	Martin Street		Semi- an	HCB - 1 lift	7.2	6.6	0-49	Local Traffic	7	8.0
259	Princess Street	Martin Street	George Str t	1	Semi-Ur n	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	6	7.5
257	Princess Street	Harriston Road	Dead E		mi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	6	7.5
261	Princess Street	John Street	James Street	121	Semi Urban	HCB - 1 lift	7.8	6.6	0-49	Local Traffic	7	9.5
260	Princess Street	Edward Street	h Street	113	Urban	HCB - 1 lift	7.8	6.6	0-49	Trucks/Farm Equipment	6	8.0
573	Quarry Line	Gough Road	Spencetow ad	2046	Rural	Gravel	6.0	5.5	0-49	Trucks/Farm Equipment	7	7.0
618	Quarry Line	Quarry Line	C-Line Road	7	Rural	Gravel	5.9	5.0	0-49	Trucks/Farm Equipment	8	8.0
572	Quarry Line	Spencetown Road	C-Line Road	1655	Rural	Gravel	6.0	5.5	0-49	Trucks/Farm Equipment	8	7.5
101	Queen Street	West Limit	Km West of Patrick ee	t 26	Semi-Urban	Gravel	0.0	0.0	0-49	Local Traffic	6	6.0
102	Queen Street	0.3 Km West of Patrick Street	Patrick Street	310	Semi-Urban	HCB - 1 lift	8.0	8.0	50-199	Special Case	6	8.5
404	Queen Street	Centre Street	C ch St t	231	Semi-Urban	HCB - 2 lifts	8.5	6.6	50-199	Local Traffic	8	9.0
403	Queen Street	Marietta Street	Cent treet	203	Semi-Urban	HCB - 2 lifts	9.0	6.6	50-199	Local Traffic	10	10.0
402	Queen Street	Walker Street	Marietta Street	518	Semi-Urban	HCB - 1 lift	7.8	6.6	50-199	Local Traffic	7	8.5
104	Queen Street	0.2 Km East of Patrick Street	Dead End	120	Semi-Urban	Gravel	8.0	6.0	0-49	Local Traffic	6	7.5
405	Queen Street	Church Street	Village Limits	200	Semi-Urban	Gravel	5.0	3.5	0-49	Local Traffic	7	7.0
103	Queen Street	Patrick Street	0.2 Km East of Patrick Street	134	Semi-Urban	HCB - 1 lift	8.0	6.8	0-49	Local Traffic	6	8.5
401	Queen Street	Brussels Line	Walker Street	119	Semi-Urban	HCB - 1 lift	7.8	6.6	50-199	Local Traffic	5	6.0
200	Rail Line Road	Victoria Street	Albert Street	98	Semi-Urban	HCB - 1 lift	8.0	6.0	0-49	Local Traffic	6	7.5
612	River Road	Harriston Road	Harriston Road	950	Rural	LCB - 1 lift	5.0	4.6	0-49	Local Traffic	7	7.0
523	Salem Road	Malcolm Line	Mud Lake Line	2058	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	9	8.5
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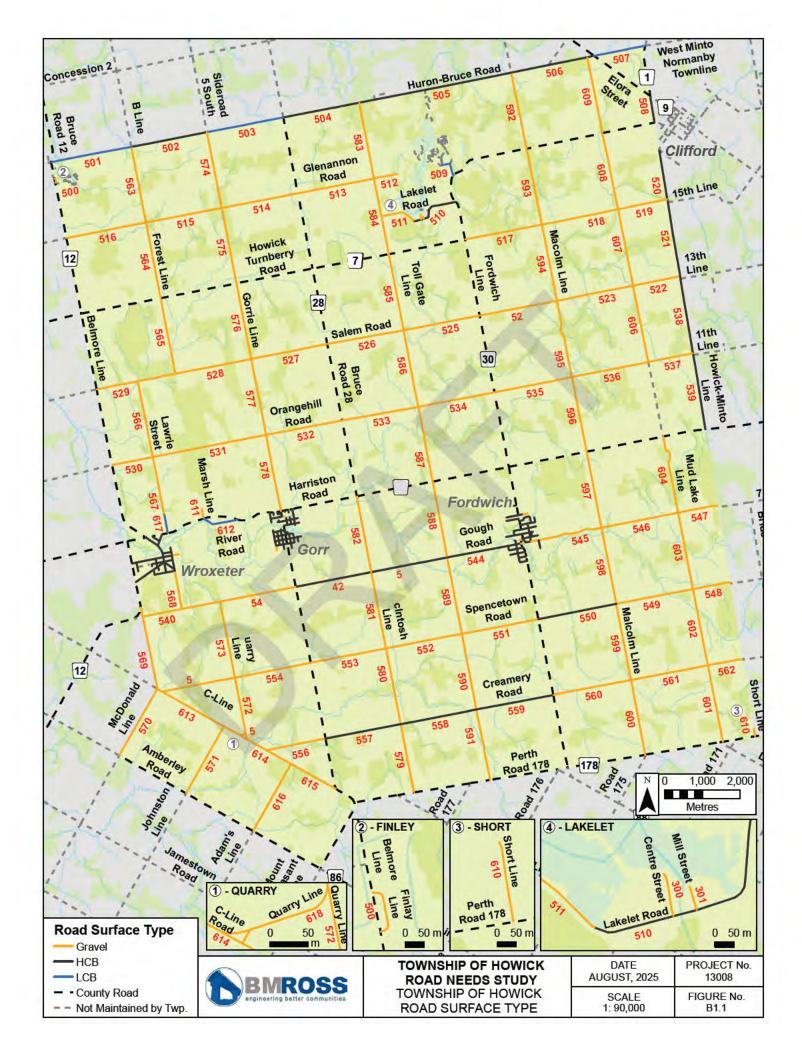
Section ID	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
529	Salem Road	Belmore Line	Forest Line	2125	Rural	Gravel	8.5	6.0	50-199	Trucks/Farm Equipment	8	9.0
525	Salem Road	Toll Gate Line	Fordwich Line	2051	Rural	Gravel	8.0	.0	50-199	Trucks/Farm Equipment	7	7.0
526	Salem Road	McIntosh Line	Toll Gate Line	2049	Rural	Gravel	8.5	6.0	50-199	Trucks/Farm Equipment	7	7.0
527	Salem Road	Gorrie Line	McIntosh Line	2048	Rural	Gravel	8	6.0	50-199	Trucks/Farm Equipment	6	6.5
528	Salem Road	Forest Line	Gorrie Line	2049	Rural	Gravel	9.0	60	50-199	Trucks/Farm Equipment	8	9.0
524	Salem Road	Fordwich Line	Malcolm Line	2081	Rural	Gravel	8.0	6	200-499	Trucks/Farm Equipment	7	7.0
522	Salem Road	Mud Lake Line	Howick-Minto Line	1266	Rural	Gr I	8.0	6.0	200-499	Trucks/Farm Equipment	7	7.5
412	Sanderson Street	Centre Street	Church Street	343	Semi-Urban	H - 1 lift	8.5	6.6	199	Local Traffic	8	9.5
610	Short Line	Dead End	Perth Road 178	216	Rural	Gravel	6.0	5.0	0-49	Local Traffic	8	7.0
554	Spencetown Road	Quarry Line	Gorrie Line	2046	Rural	ravel	7.5	6.0	50-199	Trucks/Farm Equipment	7	7.0
553	Spencetown Road	Gorrie Line	McIntosh Line	2028	Rural	Gr	8.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
551	Spencetown Road	Toll Gate Line	Fordwich Line	2064	Rural	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	8	8.0
555	Spencetown Road	C-Line Road	Quarry Line	1951	Rur	Gravel	4.0	3.0	0-49	Trucks/Farm Equipment	6	6.0
548	Spencetown Road	Mud Lake Line	Minto Boundary	1019	Rural	vel	7.5	6.0	50-199	Trucks/Farm Equipment	8	7.0
550	Spencetown Road	Fordwich Line	Malcolm Line	2100	ural	HCB - 2 lif	8.0	6.8	50-199	Trucks/Farm Equipment	10	10.0
549	Spencetown Road	Malcolm Line	Mud Lake Line	065	R	Gravel	8.0	7.0	50-199	Trucks/Farm Equipment	8	7.0
552	Spencetown Road	McIntosh Line	Toll Gate Line	2	Ru	Gravel	8.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
105	Station Road	West Limit	Patrick Str t	3	Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	6	9.0
590	Toll Gate Line	Spencetown Road	Creamery d		Rural	Gravel	6.0	5.0	50-199	Trucks/Farm Equipment	7	6.5
586	Toll Gate Line	Salem Road	Orangehill Roa	2067	Rural	Gravel	6.5	5.5	0-49	Local Traffic	7	6.5
585	Toll Gate Line	Howick-Turnberry Road	I m Road	2050	Rural	Gravel	7.5	6.0	50-199	Local Traffic	7	7.0
591	Toll Gate Line	Creamery Road	Perth Roa 78	1899	Rural	Gravel	6.5	5.5	0-49	Local Traffic	7	6.0
589	Toll Gate Line	Gough Road	Spencetown R	7	Rural	Gravel	7.0	6.0	50-199	Trucks/Farm Equipment	7	6.5
588	Toll Gate Line	Harriston Road	Gough Road	2045	Rural	Gravel	8.0	6.0	0-49	Local Traffic	7	7.0
587	Toll Gate Line	Orangehill Road	Harriston Road	2008	Rural	Gravel	5.0	4.0	0-49	Local Traffic	6	6.0
584	Toll Gate Line	Glenannon Road	H k-Turnberry ad	2042	Rural	Gravel	7.0	6.0	0-49	Local Traffic	7	7.0
583	Toll Gate Line	Huron-Bruce Road	GI nnon ad	2041	Rural	Gravel	7.0	6.0	0-49	Local Traffic	6	6.0
142	Trailer Park Road	Adelaide Street	Mary eet	123	Semi-Urban	HCB - 1 lift	7.0	4.5	0-49	Local Traffic	9	8.0
108	Victoria Street	William Street	East Street	195	Semi-Urban	HCB - 1 lift	8.0	6.5	0-49	Local Traffic	6	8.5
107	Victoria Street	Patrick Street	William Street	198	Semi-Urban	HCB - 2 lifts	10.0	6.6	50-199	Local Traffic	7	10.0
431	Vogt Street	Harriston Road	Gibson Street	228	Semi-Urban	HCB - 1 lift	8.0	6.6	0-49	Local Traffic	5	5.0
508	W. Heritage Street	Fordwich Line	Elora Road	709	Rural	HCB - 2 lifts	9.8	7.0	1000-1999	Trucks/Farm Equipment	8	9.0
415	Walker Street	Queen Street	Currie Street	120	Rural	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	7	8.0
416	Walker Street	Currie Street	Dead End	125	Rural	HCB - 1 lift	8.5	6.6	50-199	Local Traffic	7	8.0
422	Water Street	Gibson Street	Centre Street	215	Semi-Urban	HCB - 2 lifts	8.0	6.6	200-499	Local Traffic	9	8.0
118	Water Street	Dead End	Patrick Street	55	Semi-Urban	Gravel	8.0	5.5	0-49	Local Traffic	6	6.5

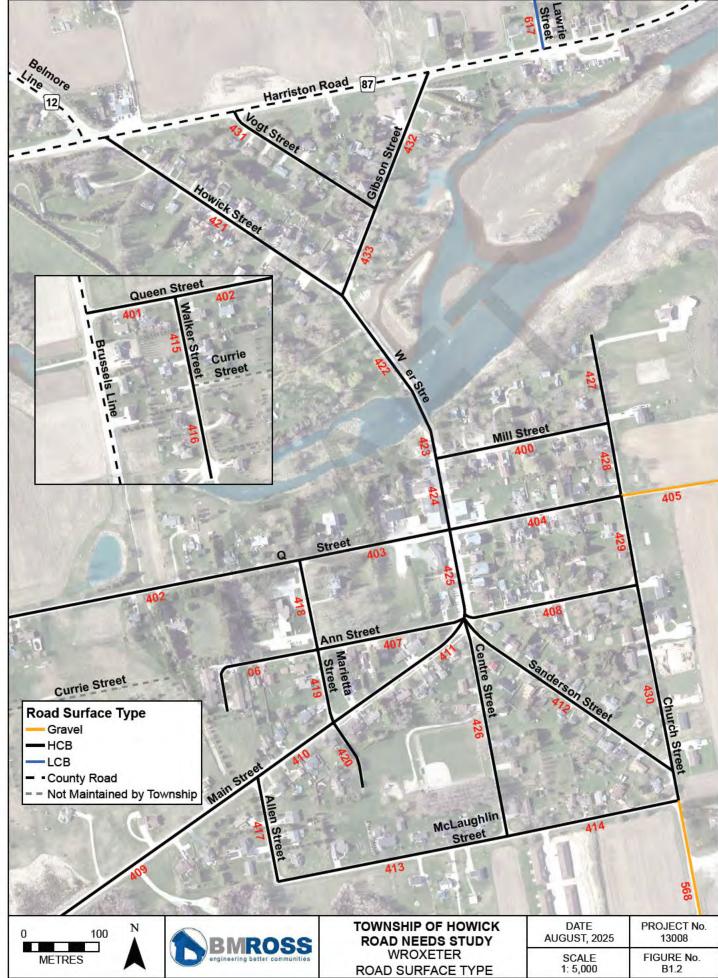
B. M. Ross and Associates Limited

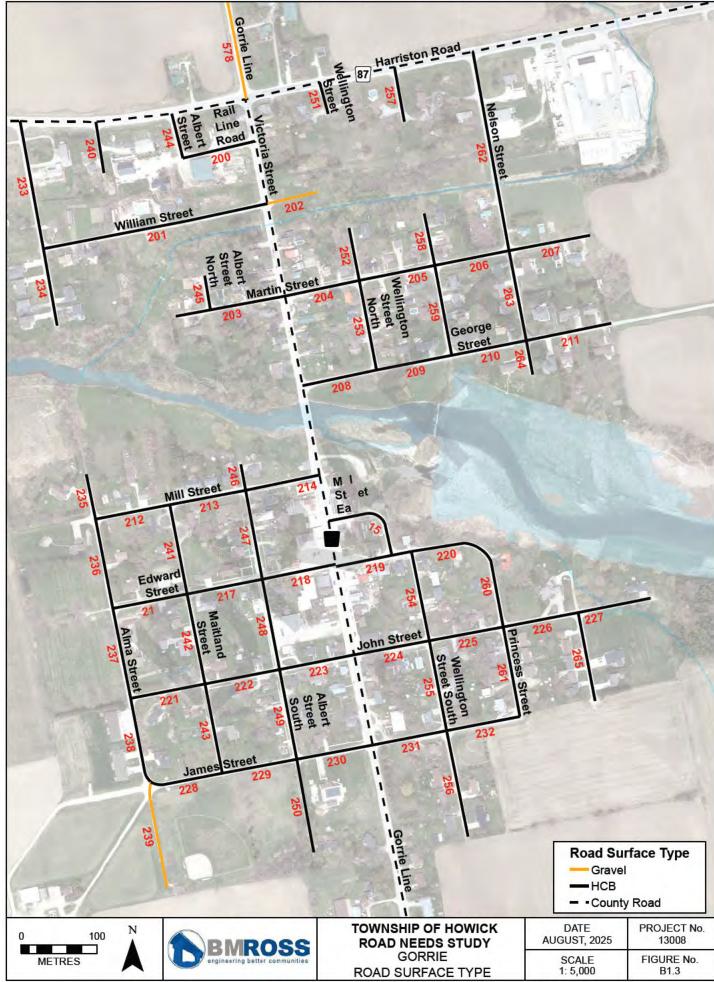
Section ID	Road Name	From	То	Section Length (m)	Roadside Environment	Surface Type	Platform Width (m)	Surface Width (m)	Traffic Range (vpd)	Commercial Traffic	Surface Condition Rating	Structural Condition Rating
251	Wellington Street	Harriston Road	Dead End	44	Semi-Urban	HCB - 1 lift	6.0	4.0	0-49	Local Traffic	7	7.5
252	Wellington Street North	Dead End	Martin Street	71	Semi-Urban	HCB - 1 lift	7.2	.6	0-49	Local Traffic	7	8.0
253	Wellington Street North	Martin Street	George Street	121	Semi-Urban	HCB - 1 lift	7.2	6.6	0-49	Local Traffic	6	6.5
255	Wellington Street South	John Street	James Street	121	Semi-Urban	HCB - 1 lift	8	6.4	0-49	Local Traffic	7	9.0
256	Wellington Street South	James Street	South Limit	143	Semi-Urban	HCB - 1 lift	8.0	6.4	0-49	Local Traffic	6	8.0
254	Wellington Street South	Edward Street	John Street	120	Semi-Urban	HCB - 1 lft	8.5	6	0-49	Local Traffic	8	9.0
130	West Street	Louisa Street	Edward Street	118	Urban	HCB lift	7.8	6.6	0-49	Local Traffic	6	9.0
139	William Street	Albert Street	Adelaide Street	119	Semi-Urban	H - 1 lift	8.0	6.6	199	Local Traffic	8	10.0
138	William Street	Victoria Street	Albert Street	120	Semi-Urban	HCB - 2 lifts	8.0	6.6	50-199	Local Traffic	8	10.0
202	William Street	Victoria Street	Dead End	68	Semi-Urban	ravel	6.0	4.5	0-49	Local Traffic	6	7.0
141	William Street	Mary Street	Louisa Street	121	Semi-Urban	HCB ft	8.0	6.6	50-199	Local Traffic	9	10.0
201	William Street	Alma Street	Victoria Street	302	mi-Urban	HCB - 1	7.8	6.6	0-49	Local Traffic	5	5.5
140	William Street	Adelaide Street	Mary Street	122	emi	HCB - 1 lift	8.0	6.6	50-199	Local Traffic	8	10.0

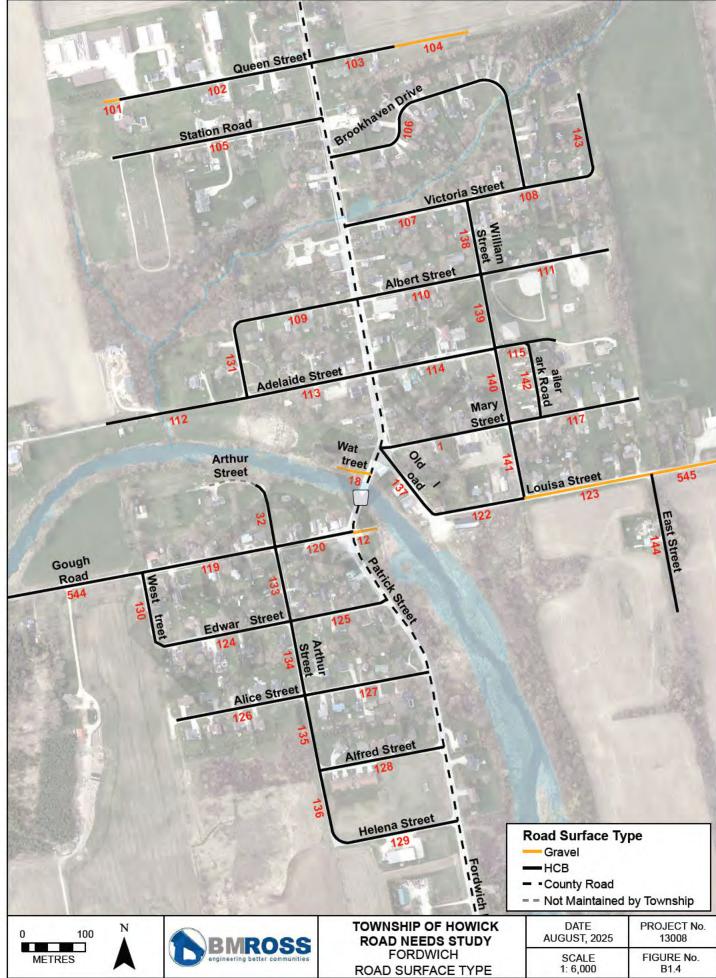


APPENDIX B-1 MAPS – SURFACE TYPE







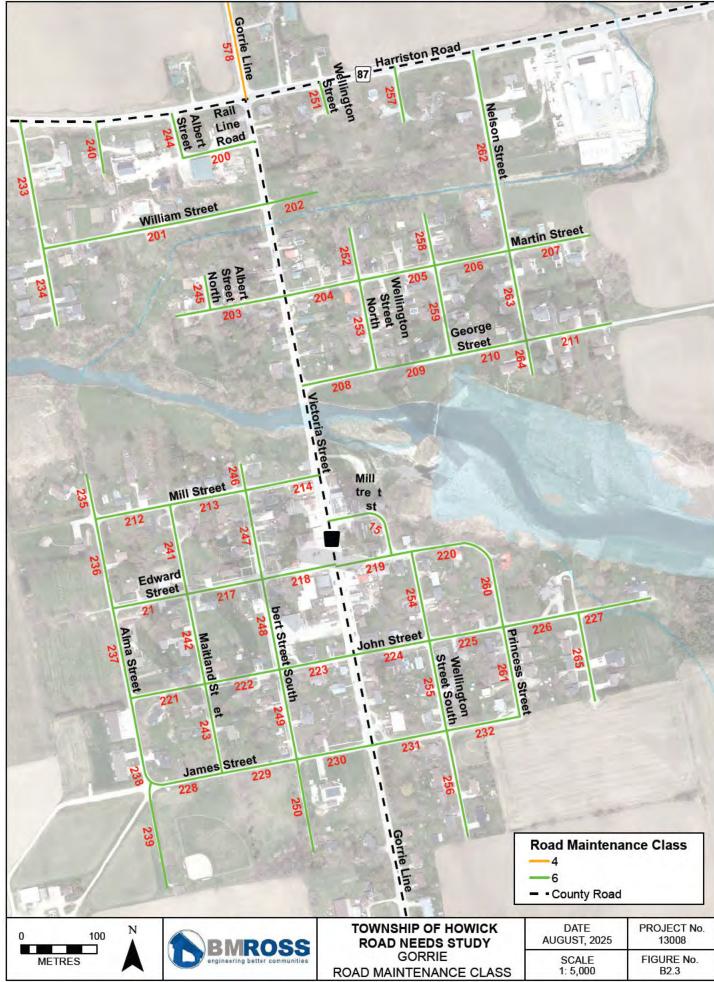


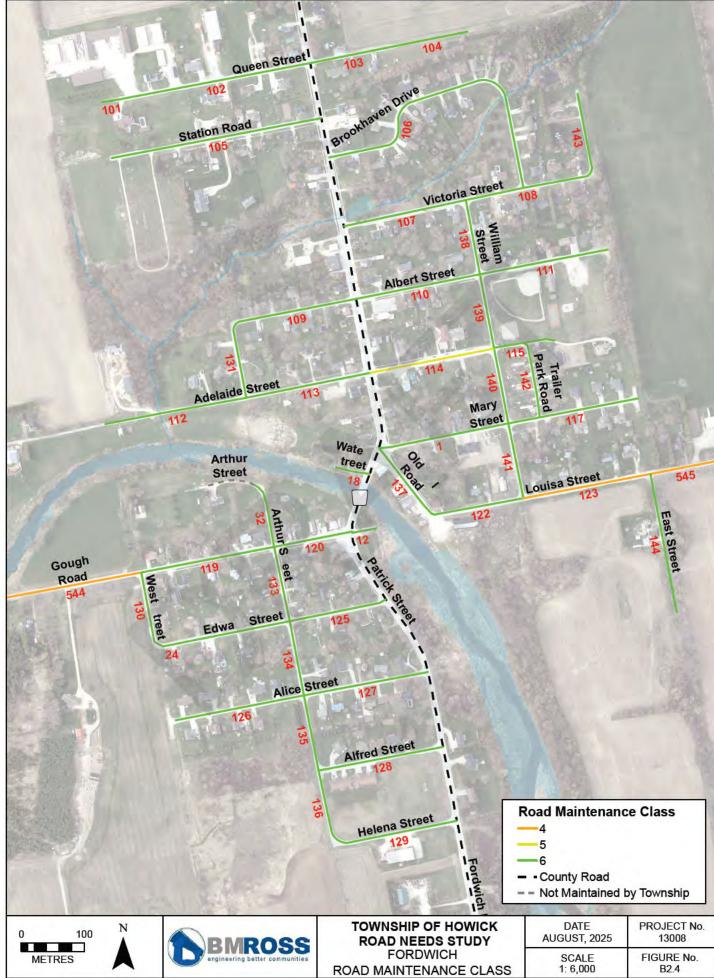
APPENDIX B-2

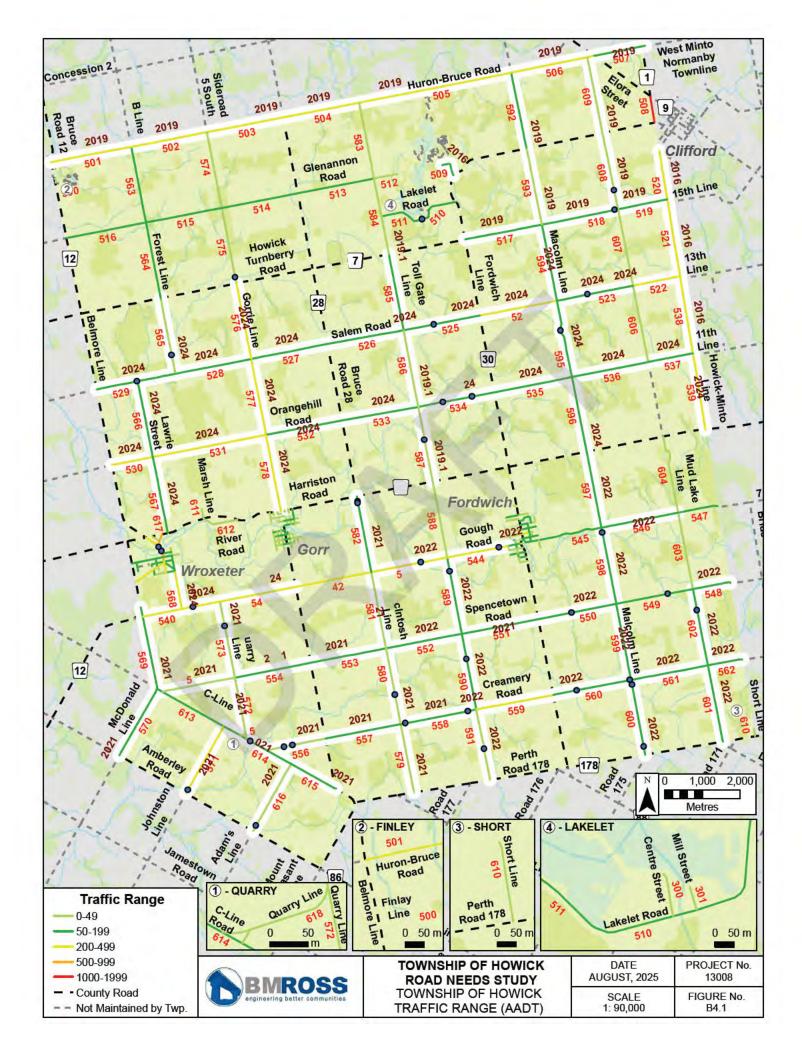
TRAFFIC VOLUME AND MAINTENANCE CLASS MAPS

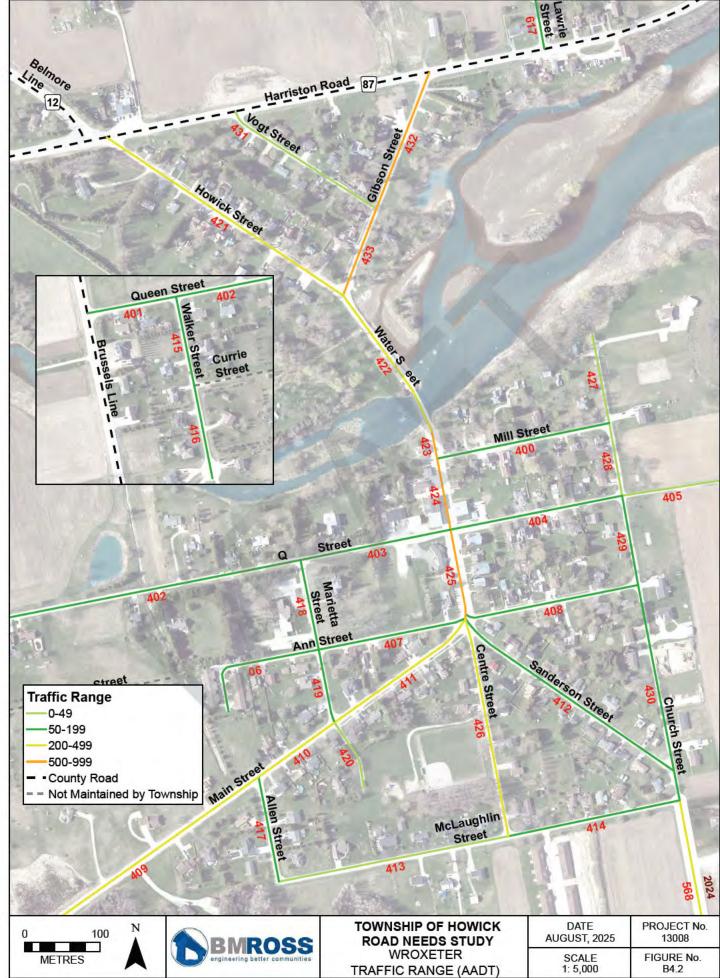


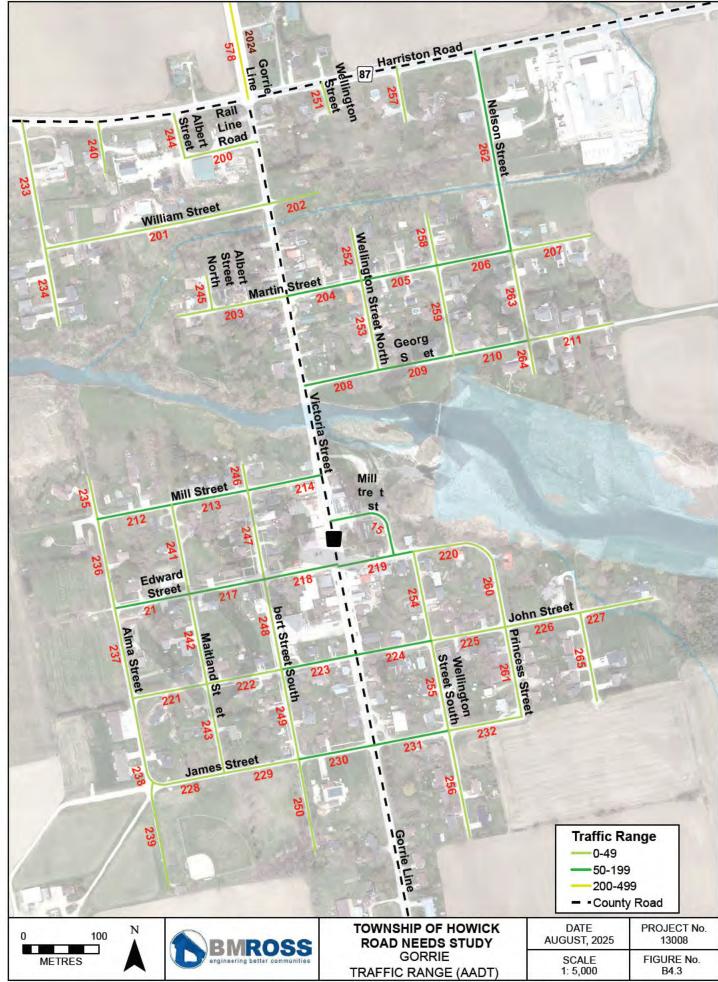


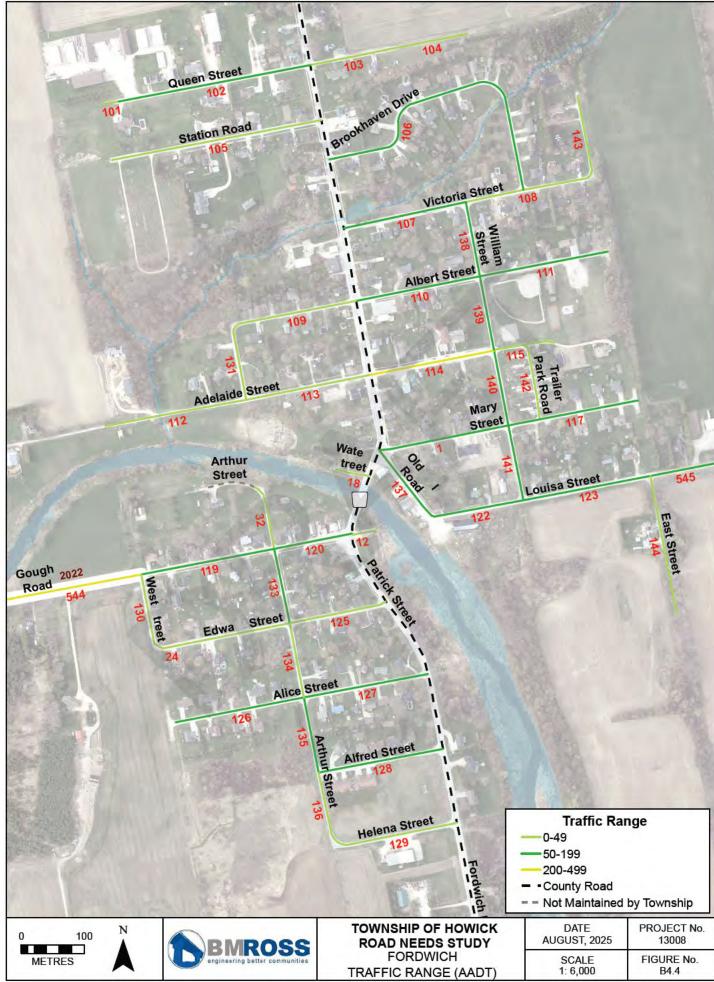












APPENDIX C-1



Ref. No.	Description	Qty./Unit	Price	Amount	Cost
	<u>Rural</u>				
1	Rural Full depth pulverize and pa	ve			
	Pulverize	6700 sq. m	1.8	12,060.00	
	50mm Gran. A	804 t	22	17,688.00	
	Shoulder Gravel, 1m wide	240 t	24	5,760.00	
	Fine grade	8700 sq. m	2.5	21,750.00	
	HL-4 (50mm)	904.5 t	20	108,540.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		16,579.80	
	Contingencies	15.0%		27,356.67	
	Engineering/Administration	5.0%		0,486.72	
	Total per 1000m			220,221.19	\$ 220.00/m
2	Rural Full Reconstruction - Base	Course Asph It			
	Excavation	6420 cu. m	25	160,500.00	
	150mm Gran. A	3 t	22	68,904.00	
	450mm Gran B	1 556 t	18	208,008.00	
	Ditching	2000 m	3.2	6,400.00	
	Topsoil	8500 sq. m	10	85,000.00	
	Seed	8500 sq. m	1	8,500.00	
	HL-4 (50mm)	904.5 t	120	108,540.00	
	Bond/Insur/Traffi Lump Su	10.0%		64,585.20	
	Contingenc s	15.0%		106,565.58	
	Enginee g/Administrati	15.0%		122,550.42	
	Total Pro able Cost p 1000m			939,553.20	\$ 940.00/m
3	Rural Full Rec nst uction - Grave	al Surface			
J	Excavation	6420 cu. m	25	160,500.00	
	150mm Gran. A	3132 t	22	68,904.00	
	450mm Gran B	11556 t	18	208,008.00	
	Ditching	2000 m	3.2	6,400.00	
	Topsoil	8500 sq. m	10	85,000.00	
	Seed	8500 sq. m	1	8,500.00	
	Calcium	4.95 t	1400	6,930.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		54,424.20	
	Contingencies	15.0%		89,799.93	
	Engineering/Administration	15.0%		103,269.92	
	Total Probable Cost per 1000m	. 3.0 / 0		791,736.05	\$ 792.00/m

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
4	Rural Hot Mix Resurfacing (40mr	n HL-4, incl tack c	oat)		
	HL-4 (40mm)	723.6 t	120	86,832.00	
	padding	135 t	135	18,225.00	
	Tack Coat	6700	2	13,400.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		11,845.70	
	Contingencies	10.0%		13,030.27	
	Engineering/Administration	5.0%		7,166.65	
	Total Probable Cost per 1000m			150,499.62	\$ 152.00/m
5	Rural partial depth cold in place a	and pave (50mm H	IL-4)		
	Partial depth asphalt removal	6700 sq.m	15	1 0,500.00	
	with CIR application (100mm)				
	Crack repair	50 m	5.5	2,750.00	
	HL-4 (50mm)	904.5 t	120	108,540.00	
	Bond/Insur/Traffic/Lump Sum	10 0%		21,179.00	
	Contingencies	15		34,945.35	
	Engineering/Administration	.0%		13,395.72	
	Total Probable Cost pe 100 m			281,310.07	\$ 282.00/m
6	Rural Paving (40m HL-4)				
	HL-4 (40mm)	723.6 t	120	86,832.00	
	padding	135 t	135	18,225.00	
	Tack Coat	6700	2	13,400.00	
	Bond/In /Traffic/Lump um	10.0%		11,845.70	
	Contingenc s	10.0%		13,030.27	
	Engineering/A ministrati n	5.0%		7,166.65	
	Total Probable Cos per 1000m			150,499.62	\$ 152.00/m
7	Rural Paving (50mm HL-4)				
	HL-4 (50mm)	904.5 t	120	108,540.00	
	padding	135 t	135	18,225.00	
	Tack Coat	6700	2	13,400.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		14,016.50	
	Contingencies	10.0%		15,418.15	
	Engineering/Administration	5.0%		8,479.98	
	Total Probable Cost per 1000m			178,079.63	\$ 180.00/m

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
					_
8	Rural Pulverize surface treatment	t, two lifts of surfa	ce treatr	nent	
	Pulverize surface treatment	6700 sq. m	2	13,400.00	
	Granular A	804 t	22	17,688.00	
	Fine grade	8700 sq. m	2.5	21,750.00	
	Double lift surface treatment	6700 sq. m	9	60,300.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		11,313.80	
	Contingencies	15.0%		18,667.77	
	Engineering/Administration	0.0%		0.00	
	Total Probable Cost per 1000m			143,119.57	\$ 145.00/m
	Semi-Urban				
1	Semi-Urban Full depth pulverize	and pave			
	Pulverize	6700 sq. m	2	13,400.00	
	Granular A	8 t	23	18,492.00	
	Shoulder Gravel	240 t	24	5,760.00	
	Fine grade	8700 sq. m	2.5	21,750.00	
	HL-4 (40mm)	23.60 t	166	120,117.60	
	Bond/Insur/Traffic/Lump Sum	0.0%		17,951.96	
	Contingencies	15.0%		29,620.73	
	Engineering/Ad i tration	10.0%		22,709.23	
	Total			249,801.52	\$ 250.00/m
2	Semi-Urb n Full Reco struction	- Base Course of A	sphalt		
	Excavation	6420 cu. m	25	160,500.00	
	150mm Gran. A	3132 t	22	68,904.00	
	450mm Gran. B	11556 t	18	208,008.00	
	HL-3 (40mm)	0 t	172	0.00	
	HL-4 (40mm)	723.60 t	166	120,117.60	
	Topsoil	5000 sq. m	10	50,000.00	
	Seed	5000 sq. m	1	5,000.00	
	Calcium	5.625 t	1400	7,875.00	
	Water	445.5 cu. m	16	7,128.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		62,753.26	
	Contingencies	15.0%		103,542.88	
	Engineering/Administration	15.0%		119,074.31	
	Total			912,903.05	\$ 913.00/m

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
3	Semi-Urban Hot Mix Resurfacing				
	HL-2 (40mm)	723.6 t	135	97,686.00	
	Tack Coat	6700	2	13,400.00	
	Adjust MHs & CBs	4 Ea	675	2,700.00	
	Adjust MHs & CBs incl Rest.	4 Ea	874	3,496.00	
	Repair C & G	0 m	5	0.00	
	Supply and install Frame & Grates	5 Ea	965	4,825.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		12,210.70	
	Contingencies	15.0%		20,147.66	
	Engineering/Administration	15.0%		23,169.80	
	Total			1 7,635.16	\$ 178.00/m
	<u>Urban</u>				
1	Urban Full Depth Pulverize and Pa	ave (40mm HL-4)			
-	Pulverize	350 sq. m	2	18,700.00	
	Fine grade	9350 sq. m	2.5	23,375.00	
	Granular A	1212 t	22	26,664.00	
	HL-4 (40mm)	918 t	166	152,388.00	
	Adjust MHS & CBs	4 Ea	675	2,700.00	
	Adjust MHS & CBs incl Res	4 Ea	874	3,496.00	
	Minor C&G r pairs	25 m	175	4,375.00	
	Bond/Ins /Traffic/Lump um	10.0%	170	23,169.80	
	Contingen es	15.0%		38,230.17	
	Engineering/Administratio	15.0%		43,964.70	
	Total	13.0 /0		337,062.67	\$ 340.00/m
	Total			007,002.07	ψ 0-10.00/111
2	Urban Full Depth Pulverize, wider	n pave			
	Pulverize	6820 sq. m	2	13,640.00	
	Excavation	2400 cu. m	22	52,800.00	
	Fine grade	6820 sq. m	2.5	17,050.00	
	Granular A	2328 t	22	51,216.00	
	Granular B	3139.5 t	18	56,511.00	
	Curb and Gutter	2000 m	73	146,000.00	
	HL-4 (40mm)	918 t	166	152,388.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		48,960.50	
	Contingencies	15.0%		80,784.83	
	Engineering/Administration	15.0%		92,902.55	
	Total			712,252.87	\$ 712.00/m

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
3	Urban Full Depth Removal an	d Pave (8.5m)			
	Asphalt removal/excavation	850 cu. m	30	25,500.00	
	Calcium	0.64 t	1400	896.00	
	water	76.5 cu. m	18	1,377.00	
	Granular A	1530 t	22	33,660.00	
	Fine Grade	8500 sq. m	.2	18,700.00	
	HL-3(40mm)	918 t	172	157,896.00	
	HL-4(50mm)	1147.5 t	66	190,485.00	
	Adjust MHS & CBs	4 Ea	67	2,700.00	
	Adjust MHS & CBs incl Rest.	4 a	874	3,496.00	
	Minor C&G repairs	50 m	175	8,750.00	
	Bond/Insur/Traffic/Lump Sum	10 %		44,346.00	
	Contingencies	15.0%		73,170.90	
	Engineering/Administration	15.0%		84,146.54	
	Total		·	645,123.44	\$ 645.00/m
4	Urban Full Reconstruction - E	Base Cour e of Asphal	t		
-	Excavation	943.75 cu. m	25	173,593.75	
	150mm Gran. A	3636 t	22	79,992.00	
	450mm Gran B	11340 t	18	204,120.00	
	HL-3 (40mm)	918.00 t	172	157,896.00	
	HL-4 (50mm)	1147.50 t	166	190,485.00	
	Hot Mix Mi c.	90 sq. m	45	4,050.00	
	Adjust M s & CBs	6 Ea.	675	4,050.00	
	Remove so e C&G	50 m	28	1,400.00	
	Curb & Gutter	2000 m	83	166,000.00	
	Reconnect ex. st m	50 m	210	10,500.00	
	Remove conc. Sidewalk	0 sq. m	16	0.00	
	Place conc. Sidewalk	0 sq. m	83	0.00	
	Topsoil	6000 sq. m	10	60,000.00	
	Seed	6000 sq. m	1	6,000.00	
	Calcium	6.375 t	1400	8,925.00	
	Water	609.03 cu. m	18	10,962.54	
	Bond/Insur/Traffic/Lump Sum	10.0%		107,797.43	
	Contingencies	15.0%		177,865.76	
	Engineering/Administration	15.0%		204,545.62	
	Total	.5.5,5		1,568,183.10	\$ 1568.00/m

5 Urban Partial depth cold planing and resurfacing	
5 Urban Partial depth cold planing and resurfacing	
·	
Partial depth asphalt removal 9350 sq. m 8 74,800.00	
Crack Repair 500 m 40 20,000.00	
HL-3 (40mm) 918.00 t 172 157,896.00	
Adjust MHs & CBs 4 Ea 675 2,700.00	
Adjust MHs & CBs incl Rest. 4 Ea 8 4 3,496.00	
Minor C&G repairs 25 m 175 4,375.00	
Bond/Insur/Traffic/Lump Sum 10.0% 26,326.70	
Contingencies 15.0% 43,439.06	
Engineering/Administration 15.0% 49,954.91	
Total 3 2,987.67 \$	\$ 375.00/m
6 Urban Paving (40mm HL-3)	
HL-3 (40mm) 918 t 172 157,896.00	
padding 135 t 135 18,225.00	
Tack Coat 85 2 17,000.00	
Bond/Insur/Traffic/Lump Sum 1 .0% 19,312.10	
Contingencies 10.0% 21,243.31	
Engineering/Administrati n 15.0% 35,051.46	
	\$ 269.00/m
7 Edge Cut, Curb and Gu er, Top lift of Asphalt	
Excavation 1100 cu. m 25 27,500.00	
150mm G an. A 662.4 t 22 14,572.80	
300mm G n B 1214.4 t 18 21,859.20	
HL-3 (40mm) 918 t 172 157,896.00	
HL-4 (40mm) 197.376 t 166 32,764.42	
Hot Mix Misc 90 sq. m 45 4,050.00	
Adjust MHs & CBs 6 Ea. 675 4,050.00	
Curb & Gutter 2000 m 83 166,000.00	
Reconnect ex. storm 2 m 120 240.00	
Remove conc. Sidewalk 50 sq. m 15 750.00	
Place conc. Sidewalk 50 sq. m 83 4,150.00	
Topsoil 6000 sq. m 10 60,000.00	
Seed 6000 sq. m 1 6,000.00	
Calcium 6.375 t 1400 8,925.00	
Water 96.48 cu. m 18 1,736.64	
Bond/Insur/Traffic/Lump Sum 10.0% 51,049.41	
Contingencies 15.0% 84,231.52	
Engineering/Administration 15.0% 96,866.25	
	\$ 743.00/m

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
	Specific Maintenance				
1	Surface Treatment - Single sur	face			
	Single lift surface treatment	6700 sq. m	6.1	40,870.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		4,087.00	
	Contingencies	20.0%		8,991.40	
	Engineering/Administration	0.0%		0.00	
	Total			53,948.40	\$ 54.00/m
2	Surface Treatment - Double sur	rface			
	Double lift surface treatment	670 sq. m	11	3,700.00	
	Bond/Insur/Traffic/Lump Sum	10 %		7,370.00	
	Contingencies	20.0%		16,214.00	
	Engineering/Administration	0.0%		0.00	
	Total		-	97,284.00	\$ 98.00/m
3	Gravel Resurfacing 50mm				
•	Grader	8 hrs	125	1,000.00	
	Operator	8 hrs	68	544.00	
	Granular A	990 t	19	18,810.00	
	Calcium	0.9375 sq. m	1500	1,406.25	
	Bond/Insur/Traffi Lump Su	4.0%		870.41	
	Contingenc s	6.0%		1,357.84	
	Enginee g/Administrati	0.0%		0.00	
	Total			23,988.50	\$ 25.00/m
4	Ditching Impro em nts, (Full L	enath) Both Sides			
•	Grader	10 hrs	125	1,250.00	
	Operator	10 hrs	68	680.00	
	Dump Truck, assume 2	18 hrs	125	2,250.00	
	Operator	18 hrs	68	1,224.00	
	Foreman	8 hrs	90	720.00	
	Bond/Insur/Traffic/Lump Sum	4.0%		244.96	
	Contingencies	10.0%		636.90	
	Engineering/Administration	0.0%		0.00	
	Total	2.070		7,005.86	\$ 7.00/m

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
5	Gravel Road Grade Raise 150mm				
	Grader	12 hrs	125	1,500.00	
	Operator	12 hrs	68	816.00	
	Granular A	2970 t	19	56,430.00	
	Calcium	0.64 sq. m	1500	960.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		5,970.60	
	Contingencies	15.0%		9,851.49	
	Engineering/Administration	0.0%		0.00	
	Total			75,528.09	\$ 76.00/m
6	Edge Widening 1m each side				
	Excavation, side slope and ditch	50 cu.m	22	12,100.00	
	150mm Gran A	160 t	22	35,200.00	
	300mm Gran B	2400 t	18	43,200.00	
	Subdrain, along each side	2000 m	28	56,000.00	
	Restoration	40 q m	11	44,000.00	
	Bond/Insur/Traffic/Lump Sum	1 .0%		19,050.00	
	Contingencies	20.0%		41,910.00	
	Engineering/Administrat on	5.0%		12,573.00	
	Total			264,033.00	\$ 264.00/m
7	Tree Clearing wide wath)				
	Clearing	4 m	190	760.00	\$ 760.00/m
					,
8	Install su drain full le gth both si	des			
	Sub-drain inst lation cos by plow	2000 m	18	36,000.00	
	Contingencies	10.0%		3,600.00	
	Engineering / Administration	10.0%		3,960.00	
	Total			43,560.00	\$ 44.00/m
9	Pavement Preservation				
	Fibre-mat surface treatment	6700 sq. m	8	53,600.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		5,360.00	
	Contingencies	15.0%		8,844.00	
	Engineering/Administration	5.0%		3,390.20	
	Total			71,194.20	\$ 71.00/m

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
10	Crack-Sealing (1.5m per lineal	•			
	Crack-Sealing	1500 m	6	9,000.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		900.00	
	Contingencies	15.0%		1,485.00	
	Engineering/Administration	5.0%		569.25	
	Total			11,954.25	\$ 12.00/m
	Spot Maintenance				
1	Culvert Crossing up to 750mm	Dia. excludin asph	alt		
	750mm storm	5 m	676	0,140.00	
	Granular A	10 t	23	230.00	
	Restoration	1 m	32	320.00	
	Bond/Insur/Traffic/Lump Sum	5.0%		507.00	
	Contingencies	15.0%		1,679.55	
	Engineering/Administration	10.		1,287.66	
	Lump sum Total Costs			14,164.21	\$14,200
2	Ditching Spot Location up to	00m			
	Grad-all	6 hrs	125	750.00	
	Operator	6 hrs	68	408.00	
	Dumb Truck	6 hrs	125	750.00	
	Operator	6 hrs	68	408.00	
	Foreman	4 hrs	90	360.00	
	Contingen es	15.0%		401.40	
	Lump sum otal Cost			3,077.40	\$3,080
3	Gravel Road Gra e Raise 150r	nm (<100m)			
	Grader	12 hrs	125	1,500.00	
	Operator	12 hrs	68	816.00	
	Granular A	2970 t	22	65,340.00	
	Calcium	0.64 sq. m	1500	960.00	
	Bond/Insur/Traffic/Lump Sum	10.0%		6,861.60	
	Contingencies	15.0%		11,321.64	
	Engineering/Administration	5.0%		4,339.96	
	Total			91,139.20	
		20% Con	tingency	10936.70	
	Lump sum Total Costs		- ,	102,075.91	\$ 102.00/m
	•				\$102,000

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
4	Paving Patch, full width (<60m)				
	Asphalt removal	420 sq.m	13	5,460.00	
	50mm Gran. A	60 t	23	1,380.00	
	HL-4 (40mm)	50 t	166	8,300.00	
	Calcium	0.3825 t	1500	573.75	
	Water	0 cu.m	2	0.00	
	Bond/Insur/Traffic/Lump Sum	10%		1,571.38	
	Contingencies	15%		2,592.77	
	Engineering/Administration	0%		0.00	
	Lump sum Total Costs			19,877.89	\$19,900
5	Gravel Road Spot Repair (<60m)				
	Excavation	225 cu m	25	5,625.00	
	150mm Gran. A	200 t	23	4,600.00	
	300mm Gran B	320 t	18	5,760.00	
	Calcium	0.38 t	1500	573.75	
	Water	0 cu.m	12	0.00	
	Bond/Insur/Traffic/Lump Sum	10%		1,655.88	
	Contingencies	15%		2,732.19	
	Engineering/Administ tion	0%		0.00	
	Lump sum Total Cos			20,946.82	\$21,000
•	Deved Devid Creat D. Tair (4.0)				
6	Paved Ro d Spot R pair (< 0) Excavati n	225 cu.m	25	E 62E 00	
	150mm Gr A	180 t	23	5,625.00	
	300mm Gran	320 t	23 18	4,140.00 5,760.00	
	HL-3 (40mm)	0 t	172	0.00	
	HL-4 (40mm)	50 t	166	8,300.00	
	Calcium	0.3825 t	1500	573.75	
	Water	0.3023 t 0 cu.m	1300	0.00	
	Bond/Insur/Traffic/Lump Sum	10%	14	2,439.88	
	Contingencies	15%		4,025.79	
	Engineering/Administration	0%		0.00	
	Lump sum Total Costs	O /0		30,864.42	\$31,000
	-ap ca c.a. 60010			00,001.12	401,000

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
					_
7	Shoulder and Slope Repair (<10	0m)			
	Excavation, side slope and ditch	40 cu.m	25	1,000.00	
	150mm Gran A	40 t	22	880.00	
	300mm Gran B	40 t	18	720.00	
	Restoration	150 sq.m	11	1,650.00	
	Bond/Ins/Traffic	10%		425.00	
	Contingencies	20%		935.00	
	Engineering	0%		0.00	
	Lump sum Total Costs			5,610.00	\$5,600
8	Minor Storm Sewer Improvemen	its			
	300mm Storm	25 m	260	6,500.00	
	Inline CB	E	1900	1,900.00	
	150mm Subdrain	30 m	32	960.00	
	Granular 'A'	14.4 t	22	316.80	
	Restoration	m	25	1,250.00	
	Bond/Insur/Traffic/Lump Sum	10%		1,092.68	
	Contingencies	20%		2,403.90	
	Engineering/Administrat n	10%		1,442.34	
	Completion ECA Form SW1			800.00	
	Lump sum Total Cos			16,665.71	\$16,700
9	Guiderails (<50m o e side				
	Steel Be m guide rails	50 m	240	12,000.00	
	End Treatm nts, flare onl	2 Ea	525	1,050.00	
	Lump sum T tal Cost			13,050.00	\$13,100
10	Install subdrain both sides up to	500m			
	Sub-drain installation cost by plow	1000 m	16	16,000.00	
	Contingencies	20%		3200	
	Engineering / Administration	10%		1920	
	Lump sum Total Costs			21,120.00	\$21,100

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
	Miccollangous				
	<u>Miscellaneous</u>				
1 a)	Concrete Sidewalk (Ea. Side)	- Incl Topsoil & Seed	Restorat	ion	
,	Excavation	540 cu.m	25	13,500.00	
	150mm Gran. A	712.8 t	23	16,394.40	
	Conc. Sidewalk	1500 sq.m	3	124,500.00	
	Hot Mix Misc.	75 sq.m	50	3,750.00	
	Topsoil	600 sq.m	10	6,000.00	
	Seed	600 sq m		600.00	
	Bond/Insur/Traffic/Lump Sum	10%		16,474.44	
	Contingencies	15%		7,182.83	
	Engineering	%		20,840.17	
	Total			229,241.83	\$ 230.00/m
1 b)	Gravel Sidewalk (Ea. Side) - In	ncl Top il & Seed e	storation	ì	
	Excavation	3 u m	25	9,000.00	
	150mm Gran. A	12.8 t	23	16,394.40	
	Conc. Sidewalk	0 m	83	0.00	
	Topsoil	750 sq.m	10	7,500.00	
	Seed	750 sq.m	1	750.00	
	Bond/Insur/Traffic/Lump um	10%		3,364.44	
	Contingencies	15%		5,551.33	
	Engineerin	10%		4,256.02	
	Total			46,816.18	\$ 47.00/m
1 c)	Asphalt Sidewa k (a. Side) -				
	Excavation	360 cu.m	25	9,000.00	
	150mm Gran. A	712.8 t	23	16,394.40	
	Asphalt	1500 sq.m	50	75,000.00	
	Hot Mix Misc.	75 sq.m	50	3,750.00	
	Topsoil	750 sq.m	10	7,500.00	
	Seed	750 sq.m	1	750.00	
	Bond/Insur/Traffic/Lump Sum	10%		11,239.44	
	Contingencies	15%		18,545.08	
	Engineering	10%		14,217.89	A 4 11 0 00 1
	Total			156,396.81	\$ 156.00/m

Ref. No.	Description	Qty./Unit	Price	Amount	Cost
1 d)	Unit Paver Sidewalk (Ea. Side)	<u>-</u>		ation	
	Excavation	360 cu	ı.m 25	9,000.00	
	150mm Gran. A	712.8 t	12	8,553.60	
	Unit Pavers	1500 sc	դ.m 155	232,500.00	
	Topsoil	750 sc	ր.m 10	7,500.00	
	Seed	750 sc	η.m 1	750.00	
	Bond/Insur/Traffic/Lump Sum	10%		25,830.36	
	Contingencies	15%		42,620.09	
	Engineering	10%		32,675.41	
	Total			359,429.46	\$ 360.00/m
2	Storm Sewers				
	375mm Storm	10 m	317	31,700.00	
	300mm Storm	20 m	260	5,200.00	
	0.6 x 0.6 CB	4 Ea	a 3160	12,640.00	
	1200mm MH	Ea	a 6770	13,540.00	
	Remove MHs	2 Ea	a 870	1,740.00	
	Remove CBs	4 Ea	a 580	2,320.00	
	Reconnect Ex. Sewers	10 m	200	2,000.00	
	Bond/Insur/Traffic/Lump Sum	10%		6,914.00	
	Contingencies	15%		11,408.10	
	Engineering/Ad i tration	15%		13,119.32	
	Certificate Approval			1,100.00	
	Total, 1 0m			101,681.42	\$ 1020.00/m
3	Minor Storm Sewer Improvement	ents			
	300mm Storm	25 m	260	6,500.00	
	Inline CB	2 Ea	a 1900	3,800.00	
	150mm Subdrain	200 m	32	6,400.00	
	Granular 'A'	144 t	23	3,312.00	
	Restoration	100 m	27	2,700.00	
	Bond/Insur/Traffic/Lump Sum	10%		2,271.20	
	Contingencies	15%		3,747.48	
	Engineering	20%		5,746.14	
	Completion of ECA Form SW1			800.00	
	Total, 100m			35,276.82	\$ 353.00/m

APPENDIX C-2 PRIORITY SCORE CALCULATION FACTORS FOR ROADS

Priority Score Calculation Factors for Roads

Consequence of Failure:

Traffic Volume

Traffic Volume	Value
0-49	1
50-199	2
200-499	3
500-999	4
>1000	5

Criticality

Rating	Value
No winter maintenance	-0.5
Fire, public works,	
commercial, facility, EMO,	0.5
other	
School, Hospital	1

Performance Grade:

Maintenance Demand

Rating	Value
Low	1
Average	2
High	4
Excessive	5

Alignment

Rating	Value
Both vertical and	1
horizontal acceptable	1
Horizontal or vertical not acceptable	3
Horizontal and	
vertical not	5
acceptable	

Platform Width Value based on T ic Volume

Roadside Environment = Ru or mi-Urban

Traffic Volume an Platform dth Criteria	Value
0-49 and Platform W dth >= 6 m	1
0-49 and Platform Width 5 - 5.9 m	3
0-49 and Platf m Width < 5 m	5
50-199 an latform Wi >= 7 m	1
50-199 and P form dth 6 - 6.9 m	3
50-199 and Platf Width < 6 m	5
200-49 d Platform Wid >= 8 m	1
00-499 an m Width 7 - 7.9 m	3
0-499 nd Platform Width < 7 m	5
50 99 and Platform Width >= 9 m	1
500 9 and Platform Width 8 - 8.9 m	3
500-9 and Platform Width < 8 m	5
>1 00 and Platform Width >= 10 m	1
>1000 and Platform Width 9 - 9.9 m	3
>1000 and Platform Width < 9 m	5

Roadside Environment = Urban

Traffic Volume and Platform Width Criteria	Value
all traffic ranges and platform widths	1

Probability of Failure:

Road Surface Rating Value

Rating	Value
>= 9	1
8	2
7	3
6	4
< 6	5

Drainage

Drainage Rating	Value	
Good	1	
Fair	3	
Poor	5	

Road Structure Rating Value

Rating	Value
>= 8.5	1
7.5 - 8	2
6.5 - 7	3
5.5 - 6	4
< 5.5	5

Consequence of Failure: Traffic Value + Criticality Value

Probability of Failure: (Surface Condition Value + Drainage Value + (Structure Value * 2) / 4

Performance Grade: (Maintenance Demand + Platform Width Value + Alignment Value) / 3

Risk = Consequence of Failure + Probability of Failure

Priority Score = Risk + Level of Service

Level of Service = Performance Grade + Probability of Failure

APPENDIX C-3 COST COMPARISON BETWEEN

GRAVEL, LCB AND H B ROAD TYPES

Howick Gravel vs. Asphalt Road Cost Comparison

Capital Costs for One Lift of Asphalt

Assumptions:

- Roads pulverized and paved in year one and the cost to do that work are spread over the life of the asset.
- Assumed that the base of the road is already in good condition and suitable to support asphalt surface.
- Assume that cost is amortized over the life of the road.
- Maintenance costs are spread over all of municipal roads
- Road components as presented below:

Rural Full depth pulverize and pave, 6.7m wide road, 1m shoulder

Pulervize	6700 sq. m	1.8	12,060.00
Granular A	804 t	22	17,688.00
Shoulder Gravel	240 t	24	5,760.00
Fine grade	8700 sq. m	2.5	21,750
HL-4 (50mm)	904.5 t	120	108 5 .00
Bond/Insur/Traffic/Lump Sum	10.0%		4,973.94
Contingencies	0.0%		0.00
Engineering/Administration	0.0%		0.00
Total Probable Cost per 1000m			170,771.94
			\$ 171 O/m

Life Expectancy, assumed average	25 years	20 s
Discount Rate for money	4%	4%
Equivalent Annual Expenditure	\$10,931 / m	\$12,566 /km
Total Length of Paved Roads	54.66 km	
Total Length of LCB Roads	7.59 km	
Total Length of Gravel Roads	117.02 km	

Hard Top Maintenance Costs per Y ar, Pav Roads

	ost per kilometer of roads	\$1 023 /km/year
	f Paved Roads	62.25 km
Allowance for catch basin cleanin weeping		\$13,500.00
Repairs includes shoulder gravel, pat ng, cracking	ig ealing, line p t	\$50,201.53

Road salt and san applic n costs, plied to Paved and LCB roads

Cost to purchase	d mix sand and	for road	lications.	\$62,020.17	
		T	otal Length of Paved Roads	62.25	
			Cost per kilometer of roads	\$996 /km/	year

Costs to apply wer tincldued as it h been assumed it would be placed when removing the snow an ther miscella ous costs such as storage, managing has been ignored.

Summary of Paved Road Costs

Maintenance:

Crack sealing, shoulders, patching, etc.		\$1,023 /km/ year
Road Sand and Salt Costs		\$996 /km/ year
Capital Costs:		
Reconstruct surface every 25 years		\$10,931 /km/ year
	Total	\$12,951 /km /year

Notes:

Maintenance Costs do not include road side grass cutting, equipment & labour for snow removal equipment costs, fuel, etc.

A relatively low discount rate of 4% has been assumed because municipality are generally not financing the improvements through a bank.

While an optomistic life expectancy of 25 years has been assumed, an alternative estimate of the capital costs has been calculated assuming a life expectancy of 20 years.

Howick Gravel vs. Asphalt Road Cost Comparison

Capital Costs for Single lift of LCB

Assumptions:

- Roads are resurfaced with emulsion every 6 years.
- Assumed that the base of the road is already in good condition and suitable to support emulsion
- Assume that cost is amortized over the life of the road.
- Maintenance costs are spread over all of municipal roads
- Note: the surface treatment costs were calculated two ways and checked for comparison
- Road components as presented below:

Surface Treatment - Single surface, 6.7m wide

Single lift surface treatment	6700 sq. m	6.1	40,870.00	
Bond/Insur/Traffic/Lump Sum	10.0%		4,087.00	
Contingencies	0.0%		0	
Engineering/Administration	0.0%		0.00	
Total			44,957.00	\$

Life Expectancy, assumed average	6 years
Discount Rate for money	4%
Equivalent Annual Expenditure	\$8,576 /km
Total Length of Paved Roads	54.66 km
Total Length of LCB Roads	7.59 km

Average Emulsion Costs per Year, LCB Roads

Resurfacing with emulsion using municipal average cost, ev	6 yrs		\$0.00	
Total Leng	of LC	Roads	7.59	
act nor kilor	m of	Frands	¢۵ /km	

Hard Top Maintenance Costs p Year, Pave Roads

Repairs includes shoulder gravel	ching,			\$25,000.00
		tal L	ved Roads	62.25

Cost per kilometer of roads \$402 /km
Say \$130/km for LCB

00/m

Road salt and san applicat costs, plied to Paved and LCB roads

Cost to purchase d mix sand and for road lications. \$10,000.00

Total Length of Paved Roads 62.25

Cost per kilometer of roads \$161 /km

Costs to apply were tincldued as it h been assumed it would be placed when removing the snow and her miscell eous costs such as storage, managing has been ignored.

Summary of Paved Road Costs

Maintenance:

Emulsion Application Every 6 year - /km/ year Shoulders, patching, etc. \$430 /km/ year Road Sand and Salt Costs \$161 /km/ year

Capital Costs:

Reconstruct surface every 20 years \$8,576 km/ year

Total \$9,167 km/year

Notes:

- Maintenance Costs do not include road side grass cutting and equipment & labour for snow removal
- The more expensive price calculated to apply emulsion has been used in the price comparision.
- If the cost information provided by the municipality was used the cost would be reduce about \$900/km.
- As the resurfacing work is spreadout of the 6 year period the discount rate has been decreased.

Howick Gravel vs. Asphalt Road Cost Comparison

Capital Costs for Gravel Roads

Assumptions:

- Gravel roads will last 100 years, therefore, no capital cost, only maintenance costs.
- Assumed gravel resurface with on average 35mm of A gravel every second year.
- Cost calculated in summary table includes allowance for placement costs

Gravel Resurfacing 30mm, Applied every second year

Operator	4 hrs	68	272.00	
Grader	4 hrs	125	0.00	
Granular A	460.8 t	19	8,755.20	
Calcium	0.9375 sq. m	1500	1 06.25	
Bond/Insur/Traffic/Lump Sum	4.0%		43 34	
Contingencies	0.0%		0.0	
Engineering/Administration	0.0%		0.00	
Total			11,370.79	\$ 12.00/m

Life Expectancy

Discount Rate for money

Equivalent Annual Expenditure

Total Length of Paved Roads

Total Length of LCB Roads

Total Length of Gravel Roads

117. 2 km

Maintenance Costs for Gr el Roads

Annual costs gravel and cal	m, excludin	placement,	pu chase costs	\$607,161.27
		Total L	h of Gravel Roads	117.02
		Cost per k	ilometer of roads	\$5,189 /km

Gravel Labo Costs per ar,

Annual gra ng	g, including fuel a	equipment cost	\$106,605.01
Allowance fo	ages and overhe	costs	\$0.00
		Total Length of Gravel Roads	117.02
		Cost per kilometer of roads	\$911 /km

Summary of Paved Road Costs

Maintenance:

Bi-annual gravel application \$5,690 /km/ year annual grading \$911 /km/ year

Capital Costs:

Reconstruct surface every 2 years \$0 /km/ year

Total \$6,601 /km/ year

Notes:

-Maintenance Costs do not include road side grass cutting and equipment & labour for snow removal

APPENDIX D-1

ROAD CONSTRUCTION NEEDS SORTED BY PROPOSED YEAR OF WORK AND PRIORITY SCORE

420 1 217 1 417 1 223 1 227 1 216 1 208 1 222 1 230 1 210 1 225 1	Howick, Township of Howick, Township of Howick, Township of Howick, Township of	John Street Marietta Street	Victoria Street			Туре	(vpd)		Need	Work		Costs (\$,000)
217	Howick, Township of	Marietta Street		Wellington Street	101	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2026	2026	11.3	18.0
417 1 223 1 227 1 216 1 208 1 222 1 230 1 210 1 225 1			Main Street	South Limit	96	HCB - 1 lift	0-49	Urban Full depth pulv ze and pave (40mm HL-4) m Sewers	2026	2026	11.3	131.2
223	Howick, Township of	Edward Street	Maitland Street	Albert Street	101	HCB - 1 lift	50-199	Semi-Urba depth pulverize and pave	2026	2026	10.3	25.3
227 1 216 1 208 1 222 1 230 1 210 1 225 1		Allen Street	Main Street	McLaughlin Street	141	HCB - 1 lift	50-199	Semi-U an Full th pulverize and pave	2026	2026	10.3	35.3
216 1 208 1 222 1 230 1 210 1 225 1	Howick, Township of	John Street	Albert Street	Victoria Street	101	HCB - 1 lift	50-199	Semi-Urban Ho x Resurfacing Minor St	2026	2026	10.3	53.5
208	Howick, Township of	John Street	Nelson Street	East Limit	98	HCB - 1 lift	0-49	Semi-Urban Full depth pul e and pave Storm Sewers	2026	2026	10.3	124.1
222 1 230 1 210 1 225 1	Howick, Township of	Edward Street	Alma Street	Maitland Street	100	HCB - 1 lift	50-199	Semi-U n Full depth pulverize and pave	2026	2026	10.3	25.1
230 H 210 H 225 H	Howick, Township of	George Street	Victoria Street	Wellington Street	100	HCB - 1 lift	50-199	Se Urban Full depth pulverize and pave	2026	2026	9.3	25.0
210 I 225 I	Howick, Township of	John Street	Maitland Street	Albert Street	100	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2026	2026	9.3	17.9
225 I	Howick, Township of	James Street	Albert Street	Victoria Street	101	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2026	2026	9.3	18.0
	Howick, Township of	George Street	Princess Street	Nelson Street	101	HCB - 1 ft	99	Sem ban Full depth pulverize and pave	2026	2026	9.3	25.2
209 I	Howick, Township of	John Street	Wellington Street	Princess Street	100	HCB - 1 li	0-49	Semi-Urban Hot Mix Resurfacing	2026	2026	9.3	17.7
	Howick, Township of	George Street	Wellington Street	Princess Street	101	HCB - 1 lift	50-199	i-Urban Full depth pulverize and pave	2026	2026	9.3	25.3
265 I	Howick, Township of	Nelson Street	John Street	James Street	11	HCB - 1 lift	0	Semi-Urban Hot Mix Resurfacing	2026	2026	8.3	21.2
226 I	Howick, Township of	John Street	Princess Street	Nelson Street	101	B - 1 lift	49	Semi-Urban Hot Mix Resurfacing	2026	2026	8.3	17.9
113 I	Howick, Township of	Adelaide Street	Arthur Street	Patrick Street	201	H B - 1 lift	0	Urban Paving (40mm HL-4)	2026	2026	7.3	54.2
501 I	Howick, Township of	Huron-Bruce Road	Belmore Line	Forest Li	2159	B 2 lifts	200- 99	Rural Full depth pulverize and pave South Bruce share of Construction costs	2026	2027	13.0	237.5
503 H	Howick, Township of	Huron-Bruce Road	Gorrie Line	McIntosh Line	2	LCB - 2 lifts	200-499	Rural Full depth pulverize and pave South Bruce share of Construction costs	2027	2027	11.8	226.1
431 I	Howick, Township of	Vogt Street	Harriston Road	Gibson S	22	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2026	2027	11.3	40.6
507 I	Howick, Township of	Huron-Bruce Road	Elora Road	West Heritage	1381	B - 2 lifts	50-199	Rural Pulverize and Two Lifts Surface Treatment South Bruce share of Construction costs	2027	2027	8.5	100.1
201 I	Howick, Township of	William Street	Alma Stree	Victoria Street	302	HCB - 1 lift	0-49	Semi-Urban Full Reconstruction - Base Course of Asphalt	2026	2028	9.3	276.0
248 I	Howick, Township of	Albert Street South	Edward Street	John Street	122	HCB - 1 lift	0-49	Semi-Urban Full Reconstruction - Base Course of Asphalt Minor Storm	2026	2028	9.3	154.1
612 I	Howick, Township of	River Road	Harriston Road	Ha on Ro	950	LCB - 1 lift	0-49	Surface Treatment - Single surface	2028	2028	9.0	33.3
509 I	Howick, Township of	riftwood Beach Roa	Dead End	Fordwi ne	519	LCB - 2 lifts	50-199	Surface Treatment - Single surface	2028	2028	8.3	18.2
247 I	Howick, Township of	Albert Street South	Mill Street	Edward Street	120	HCB - 1 lift	0-49	Semi-Urban Full Reconstruction - Base Course of Asphalt	2026	2028	8.3	109.4
249 H	Howick, Township of	Albert Street South	John Street	James Street	121	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing Minor Storm	2026	2028	7.3	64.2
419 I	Howick, Township of	Marietta Street	Ann Street	Main Street	99	HCB - 1 lift	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt Storm Sewers	2026	2029	11.3	190.8
418 I	Howick, Township of	Marietta Street	Queen Street	Ann Street	121	HCB - 1 lift	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt Minor Storm	2026	2029	10.3	153.4
127 I		All Ci i	A -th Ct	Patrick Street	201	HCB - 1 lift	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt	2026	2029	10.3	183.4
260 I	Howick, Township of	Alice Street	Arthur Street	Tatifick Street								

Section ID	Former Mun.	Road Name	From	То	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
102	Howick, Township of	Queen Street	0.3 Km West of Patrick Street	Patrick Street	310	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2029	2029	6.8	55.2
103	Howick, Township of	Queen Street	Patrick Street	0.2 Km East of Patrick Street	134	HCB - 1 lift	0-49	Semi-Urba Hot Mix Resurfacing	2030	2029	5.8	23.9
229	Howick, Township of	James Street	Maitland Street	Albert Street	101	HCB - 1 lift	0-49	Sem rb Hot Mix Resurfacing	2030	2030	8.8	18.0
133	Howick, Township of	Arthur Street	Louisa Street	Edward Street	121	HCB - 1 lift	50-199	Semi-Urban Reconstr n - Base Course of Asphalt	2030	2030	8.8	110.1
134	Howick, Township of	Arthur Street	Edward Street	Alice Street	120	HCB - 1 lift	0-49	Semi-U n Full Reconstructio Base Course of Asphalt	2030	2030	8.8	109.8
111	Howick, Township of	Albert Street	William Street	East Street	207	HCB - 1 lift	50-199	Semi-Urban Hot Mix R rfacing Minor Storm	2030	2030	8.3	109.7
414	Howick, Township of	McLaughlin Street	Centre Street	Church Street	231	HCB - 1 lift	50-199	Se Urban Hot Mix Resurfacing	2030	2030	7.8	41.2
211	Howick, Township of	George Street	Nelson Street	East Limit	115	HCB - 1 lift	0-49	Se Urban Full depth pulverize and pave	2030	2030	7.8	28.7
428	Howick, Township of	Church Street	Mill Street	Queen Street	97	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2030	2030	7.8	17.4
128	Howick, Township of	Alfred Street	Arthur Street	Patrick Street	201	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2030	2030	6.8	35.8
221	Howick, Township of	John Street	Alma Street	Maitland Street	100	HCB - 1 t	49	mi-Urban Hot Mix Resurfacing	2030	2030	6.8	17.8
413	Howick, Township of	McLaughlin Street	Allen Street	Centre Street	309	HCB - 1 li	0-49	Semi-Urban Hot Mix Resurfacing	2030	2030	6.8	55.1
429	Howick, Township of	Church Street	Queen Street	Ann Street	120	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2030	2030	6.8	21.3
220	Howick, Township of	Edward Street	Wellington Street	Princess Street	90	HCB - 1 lift	0	Semi-Urban Hot Mix Resurfacing	2030	2030	6.8	16.1
617	Howick, Township of	Lawrie Street	530m N of Harriston Road	Harriston Road	527	L - 2 lifts	199	Surface Treatment - Single surface Add drainage and ditch improvements 1000m	2030	2030	6.3	48.5
131	Howick, Township of	Arthur Street	Albert Street	Adelaide Str t	118	B - 1 lift	0-	Semi-Urban Hot Mix Resurfacing	2030	2030	5.8	21.0
108	Howick, Township of	Victoria Street	William Street	East Street	195		0 49	Semi-Urban Hot Mix Resurfacing	2030	2030	5.8	34.8
559	Howick, Township of	Creamery Road	Toll Gate Line	Fordwich Line	2	HCB - 2 lifts	200-499	Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat)	2030	2031	8.8	314.6
558	Howick, Township of	Creamery Road	McIntosh Line	ine	2	HCB - 2 lifts	50-199	Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat)	2035	2031	6.3	310.0
407	Howick, Township of	Ann Street	Marietta Street	Centre Stre	198	HCB - 1 lift	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt	2026	2032	12.3	181.0
406	Howick, Township of	Ann Street	West Lim	Marietta Street	184	CB - 1 lift	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt	2026	2032	11.3	168.4
262	Howick, Township of	Nelson Street	Harriston Ro	Martin Street	268	HCB - 1 lift	50-199	Semi-Urban Full depth pulverize and pave	2030	2032	10.3	66.9
243	Howick, Township of	Maitland Street	John Street	James Street	121	HCB - 1 lift	0-49	Semi-Urban Full depth pulverize and pave	2026	2032	9.3	30.1
205	Howick, Township of	Martin Street	Wellington Street	P cess Street	102	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2026	2032	9.3	18.2
242	Howick, Township of	Maitland Street	Edward Street	Joh tre	121	HCB - 1 lift	0-49	Semi-Urban Full depth pulverize and pave	2026	2032	9.3	30.3
206	Howick, Township of	Martin Street	Princess Street	Nelson S reet	100	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2030	2032	8.8	17.8
204	Howick, Township of	Martin Street	Victoria Street	Wellington Street	100	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2030	2032	8.8	17.8
241	Howick, Township of	Maitland Street	Mill Street	Edward Street	121	HCB - 1 lift	0-49	Semi-Urban Full depth pulverize and pave	2026	2032	8.3	30.2
263	Howick, Township of	Nelson Street	Martin Street	George Street	121	HCB - 1 lift	0-49	Semi-Urban Full depth pulverize and pave	2026	2032	8.3	30.2
264	Howick, Township of	Nelson Street	George Street	Dead End	46	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2030	2032	6.8	8.1
408	Howick, Township of	Ann Street	Centre Street	Church Street	234	HCB - 1 lift	50-199	Semi-Urban Full Reconstruction - Base Course of Asphalt	2026	2033	11.3	213.3
401	Howick, Township of	Queen Street	Brussels Line	Walker Street	119	HCB - 1 lift	50-199	Semi-Urban Full depth pulverize and pave	2026	2033	10.3	29.8
135	Howick, Township of	Arthur Street	Alice Street	Alfred Street	122	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2033	2033	8.3	21.6
430	Howick, Township of	Church Street	Ann Street	McLaughlin Street	290	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2033	2033	7.3	51.7

B. M. Ross and Associates Limited

Section ID	Former Mun.	Road Name	From	То	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
416	Howick, Township of	Walker Street	Currie Street	Dead End	125	HCB - 1 lift	50-199	Semi-Urban Hot Mix Resurfacing	2033	2033	7.3	22.3
415	Howick, Township of	Walker Street	Queen Street	Currie Street	120	HCB - 1 lift	50-199	Semi-Urban t Mix Resurfacing	2033	2033	7.3	21.4
116	Howick, Township of	Mary Street	Patrick Street	William Street	209	HCB - 1 lift	50-199	Semi-Urb Hot Mix Resurfacing	2030	2033	6.8	37.2
402	Howick, Township of	Queen Street	Walker Street	Marietta Street	518	HCB - 1 lift	50-199	Semi-Urb F depth pulverize and pave	2033	2033	6.3	129.5
117	Howick, Township of	Mary Street	William Street	East limit	210	HCB - 1 lift	50-199	mi-Urban H Mix Resurfacing	2033	2033	6.3	37.3
126	Howick, Township of	Alice Street	West Street	Arthur Street	207	HCB - 1 lift	50-199	Semi-Urban Hot M Resurfacing base repai	2033	2033	6.3	51.9
231	Howick, Township of	James Street	Victoria Street	Wellington Street	100	HCB - 1 lift	50-199	Semi-Urban Hot Mix Res cing	2033	2033	6.3	17.8
233	Howick, Township of	Alma Street	Harriston Road	William Street	172	HCB - 1 lift	0-49	Semi-Urban Ful econstruction - Base Course of Asphalt Storm Sewers	2026	2034	10.3	331.8
203	Howick, Township of	Martin Street	Dead End	Victoria Street	147	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2030	2034	8.8	26.1
240	Howick, Township of	Maitland Street	Harriston Road	Dead End	68	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2034	2034	8.0	12.2
256	Howick, Township of	ellington Street Sou	James Street	South Limit	143	HCB - 1	0-49	emi-Urban Hot Mix Resurfacing	2030	2034	7.8	25.4
253	Howick, Township of	ellington Street Nor	Martin Street	George Street	121	HCB - 1	0	Semi- n Full depth pulverize and pave	2030	2034	7.8	30.2
200	Howick, Township of	Rail Line Road	Victoria Street	Albert Street	98	HCB - 1 lif	0-49	Semi-Urban Hot Mix Resurfacing	2030	2034	7.8	17.4
244	Howick, Township of	Albert Street	Harriston Road	Rail Line Road	60	HCB - 1 lift	0-4	Semi-Urban Hot Mix Resurfacing	2034	2034	7.3	10.8
251	Howick, Township of	Wellington Street	Harriston Road	Dead End		CB - 1 lift	49	Semi-Urban Hot Mix Resurfacing	2034	2034	7.3	7.8
115	Howick, Township of	Adelaide Street	William Street	Dead End	98	H - 1 lift	9	Semi-Urban Hot Mix Resurfacing	2034	2034	6.8	17.4
259	Howick, Township of	Princess Street	Martin Street	George Stre	121	B - 1 lift	0-	Semi-Urban Hot Mix Resurfacing	2030	2034	6.8	21.6
257	Howick, Township of	Princess Street	Harriston Road	Dead End	73		0 49	Semi-Urban Hot Mix Resurfacing	2030	2034	6.8	13.1
258	Howick, Township of	Princess Street	Dead End	Martin Street	7	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2034	2034	6.3	12.5
252	Howick, Township of	ellington Street Nor	Dead End	eet		HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2034	2034	6.3	12.6
232	Howick, Township of	James Street	Wellington Street	Princess Str	99	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2034	2034	5.3	17.6
261	Howick, Township of	Princess Street	John Stre	James Street	121	CB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2034	2034	5.3	21.5
255	Howick, Township of	ellington Street Sou	John Stree	James Street	121	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2034	2034	5.3	21.6
245	Howick, Township of	Albert Street North	Dead End	Martin Street	46	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2034	2034	5.3	8.1
234	Howick, Township of	Alma Street	William Street	uth Limit	103	HCB - 1 lift	0-49	Semi-Urban Hot Mix Resurfacing	2034	2034	5.3	18.3
432	Howick, Township of	Gibson Street	Harriston Road	Vo tre	194	HCB - 2 lifts	500-999	Semi-Urban Hot Mix Resurfacing	2035	2035	12.0	34.5
433	Howick, Township of	Gibson Street	Vogt Street	Howick reet	123	HCB - 2 lifts	500-999	Semi-Urban Hot Mix Resurfacing	2035	2035	12.0	21.8
214	Howick, Township of	Mill Street	Albert Street	Victoria Street	100	HCB - 1 lift	50-199	Semi-Urban Full depth pulverize and pave	2026	2035	11.3	25.0
521	Howick, Township of	Howick-Minto Line	Howick-Turnberry Road	Salem Road	2058	HCB - 1 lift	200-499	Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat) Minto share of Construction costs	2032	2035	10.3	156.4
213	Howick, Township of	Mill Street	Maitland Street	Albert Street	102	HCB - 1 lift	50-199	Semi-Urban Full depth pulverize and pave	2030	2035	8.8	25.5
212	Howick, Township of	Mill Street	Alma Street	Maitland Street	100	HCB - 1 lift	50-199	Semi-Urban Full depth pulverize and pave	2030	2035	8.8	25.0
125	Howick, Township of	Edward Street	Arthur Street	Patrick Street	157	HCB - 1 lift	0-49	Semi-Urban Full depth pulverize and pave To replace base at east end Minor Storm	2026	2035	7.3	124.8

Section ID	Former Mun.	Road Name	From	То	Section Length (m)	Surface Type	Traffic Range (vpd)	Road Construction Needs	Theo. Year of Need	Proposed Year of Work	Priority	Probable Costs (\$,000)
520	Howick, Township of	Howick-Minto Line	Clifford Road	Howick-Turnberry Road	1302	HCB - 1 lift	200-499	Rural Hot Mix Resurfacing (40mm HL-4, incl tack coat) Minto share of nstruction costs	2035	2035	6.8	98.9
130	Howick, Township of	West Street	Louisa Street	Edward Street	118	HCB - 1 lift	0-49	Semi-Urba Hot Mix Resurfacing	2030	2035	5.8	21.0
124	Howick, Township of	Edward Street	West Street	Arthur Street	215	HCB - 1 lift	0-49	Semi-U Hot Mix Resurfacing	2030	2035	5.8	38.2
105	Howick, Township of	Station Road	West Limit	Patrick Street	339	HCB - 1 lift	0-49	S Urban t Mix Resurfacing	2030	2035	5.8	60.4



APPENDIX D-2

RECOMMENDED ROAD MAINTENANCE NEEDS SORTED BY TRAFFIC RANGE AND SECTION NUMBER

Appendix D2 - Recommended Road Maintenance Needs Sorted by Former Municipality, Traffic Range and Section Number

Section ID	Former Mun.	Road Name	From	То	Surface Type	Traffic Range (vpd)	Recommended Spot Road and Drainage	Recommended Specific Maintenance	Total Maintenance Cost (\$,000)
107	Howick, Township of	Victoria Street	Patrick Street	William Street	HCB - 2 lifts	50-199		Crack Sealing	2.4
110	Howick, Township of	Albert Street	Patrick Street	William Street	HCB - 1 lift	50-199		Crack Sealing	2.4
119	Howick, Township of	Louisa Street	West Street	Arthur Street	HCB - 1 lift	50-199		Crack Sealing	2.6
120	Howick, Township of	Louisa Street	Arthur Street	Patrick Street	HCB - 1 lift	50-199		Crack Sealing	1.5
122	Howick, Township of	Louisa Street	Old Mill Road	William Street	HCB - 1 lift	50-199		Crack Sealing	1.7
123	Howick, Township of	Louisa Street	William Street	East Street	Gravel	50-199		Crack Sealing	2.5
138	Howick, Township of	William Street	Victoria Street	Albert Street	HCB - 2 lifts	50-199		Crack Sealing	1.4
139	Howick, Township of	William Street	Albert Street	Adelaide Street	HCB - 1 lift	50 99		Crack Sealing	1.4
140	Howick, Township of	William Street	Adelaide Street	Mary Street	HCB - 1 lift	199		Crack Sealing	1.5
215	Howick, Township of	Mill Street East	Victoria Street	Edward Street	HCB - 1 lift	50-1		Crack Sealing	1.5
404	Howick, Township of	Queen Street	Centre Street	Church Street	HCB - 2 lifts	50-199		Crack Sealing	2.8
412	Howick, Township of	Sanderson Street	Centre Street	Church Street	н в	50-199		Crack Sealing	4.1
510	Howick, Township of	Lakelet Road	Lakelet Road	Fordwich Line	HCB 2 lifts	5		Crack Sealing	16.4
513	Howick, Township of	Glenannon Road	McIntosh Line	Toll Gate Line	Gr I	0-199	oulder and Slope Repair (<100 m)		5.6
514	Howick, Township of	Glenannon Road	Gorrie Line	McInt	Grav	50-199	Subdrain both sides up to 500m Shoulder and Slope Repair (<100 m) Riprap shoulder on east hill		36.7
515	Howick, Township of	Glenannon Road	Forest Line	Gorrie Line	Gravel	50-199	Shoulder and Slope Repair (<100 m) Ditching Improvements (<200 m)		8.7
516	Howick, Township of	Glenannon Road	Belmore Line	ne	Gravel	50-199	Shoulder and Slope Repair (<100 m)		5.6
517	Howick, Township of	Howick-Turnberry Road	Fordwich	Malco ine	Gravel	50-199	Ditching Improvements (<200 m)		3.1
518	Howick, Township of	Howick-Turnberry Road	M colm Line	M d Lake Lin	Gravel	50-199	Raise Grade Line - Gravel 150mm (<100 m)		102.0
519	Howick, Township of	Howick-Turnberry Road	Mud ke Line	How Minto Line	Gravel	50-199	Ditching Improvements (<200 m) Shoulder and Slope Repair (<100 m)		8.7
523	Howick, Township of	Salem Road	Malcolm Li	ud Lake Line	Gravel	50-199	Shoulder and Slope Repair (<100 m) Ditching Improvements (<200 m) riprap shoulder on hill		18.7
525	Howick, Township of	Salem Road	Toll Gate Line	Fordwich Line	Gravel	50-199	Subdrain both sides up to 500m Shoulder and Slope Repair (<100 m)		26.7
526	Howick, Township of	Salem Road	McIntosh Line	Toll Gate Line	Gravel	50-199	Shoulder and Slope Repair (<100 m) Gravel Road Spot Repair (<60 m)		26.6
527	Howick, Township of	Salem Road	Gorrie Line	McIntosh Line	Gravel	50-199	Shoulder and Slope Repair (<100 m) Ditching Improvements (<200 m)		8.7
528	Howick, Township of	Salem Road	Forest Line	Gorrie Line	Gravel	50-199	Shoulder and Slope Repair (<100 m)		5.6

Appendix D2 - Recommended Road Maintenance Needs Sorted by Former Municipality, Traffic Range and Section Number

Section ID	Former Mun.	Road Name	From	То	Surface Type	Traffic Range (vpd)	Recommended Spot Road and Drainage	Recommended Specific Maintenance	Total Maintenance Cost (\$,000)
532	Howick, Township of	Orangehill Road	Gorrie Line	McIntosh Line	Gravel	50-199	Gravel Road Spot Repair (<60 m) Shoulder and Slope Repair (<100 m)		26.6
533	Howick, Township of	Orangehill Road	McIntosh Line	Toll Gate Line	Gravel	50-199	Shoulder and SI Repair (<100 m) Ditching Im vements (<200 m)		8.7
534	Howick, Township of	Orangehill Road	Toll Gate Line	Fordwich Line	Gravel	50-199	Shoulde lope Repair (<100 m) Ditch g Imp ements (<200 m)		8.7
536	Howick, Township of	Orangehill Road	Malcolm Line	Mud Lake Line	Gravel	50-199	Shoulder and Slop pair (<100 m)		5.6
537	Howick, Township of	Orangehill Road	Mud Lake Line	Howick-Minto Line	Gravel	50-199	Subdrain both sides u 500m Culvert <750 mm dia er		35.3
545	Howick, Township of	Gough Road	Louisa Street	Malcolm Line	Gravel	5 199	Sub ain both sides up to 500m		21.1
546	Howick, Township of	Gough Road	Malcolm Line	Mud Lake Line	Gravel	5 99	D hing Improvements (<200 m) oulder and Slope Repair (<100 m)		8.7
547	Howick, Township of	Gough Road	Mud Lake Line	Minto Boundary	Gravel	50-199		Install subdrain full length, both sides	47.1
548	Howick, Township of	Spencetown Road	Mud Lake Line	Minto Boundary	avel	50-199		Install subdrain full length, both sides	44.8
549	Howick, Township of	Spencetown Road	Malcolm Line	Mud Lake Line	Gr I	0-199	Subdrain both sides up to 500m		21.1
551	Howick, Township of	Spencetown Road	Toll Gate Line	Fordw	Grav	50-199		Ditching Improvements (Full Length)	14.5
552	Howick, Township of	Spencetown Road	McIntosh Line	oll Gate Line	Gravel	50-199	Subdrain both sides up to 500m Ditching Improvements (<200 m)	Raise Road	179.3
553	Howick, Township of	Spencetown Road	Gorrie Line	Intosh ne		50-199	Subdrain both sides up to 500m Raise Grade Line - Gravel 150mm (<100 m)		123.1
554	Howick, Township of	Spencetown Road	Qua Line	Gorrie L	Gravel	50-199	Subdrain both sides up to 500m Ditching Improvements (<200 m)		24.2
557	Howick, Township of	Creamery Road	orrie Line	M tosh Line	HCB - 2 lifts	50-199	Patching (<60 m)		19.9
560	Howick, Township of	Creamery Road	For h Line	M olm Line	Gravel	50-199	Shoulder and Slope Repair (<100 m) Ditching Improvements (<200 m)	Install subdrain full length, both sides	101.0
561	Howick, Township of	Creamery Road	Malcolm Li	ud Lake Line	Gravel	50-199	Ditching Improvements (<200 m) Shoulder and Slope Repair (<100 m)	Install subdrain full length, both sides	99.7
562	Howick, Township of	Creamery Road	Mud Lake Line	Minto Boundary	Gravel	50-199	Ditching Improvements (<200 m) Subdrain both sides up to 500m		24.2
564	Howick, Township of	Forest Line	Glenannon Road	Howick-Turnberry Road	Gravel	50-199	Subdrain both sides up to 500m		21.1
566	Howick, Township of	Lawrie Street	Salem Road	Orangehill Road	Gravel	50-199	Shoulder and Slope Repair (<100 m) Ditching Improvements (<200 m)		8.7
567	Howick, Township of	Lawrie Street	Orangehill Road	530m N of Harriston Road	Gravel	50-199	Shoulder and Slope Repair (<100 m) Subdrain both sides up to 500m		26.7
569	Howick, Township of	McDonald Line	Brussels Line	C-Line Road	Gravel	50-199	Ditching Improvements (<200 m)		3.1

Appendix D2 - Recommended Road Maintenance Needs Sorted by Former Municipality, Traffic Range and Section Number

Township of Howick Road Management Study

Section ID	Former Mun.	Road Name	From	То	Surface Type	Traffic Range (vpd)	Recommended Spot Road and Drainage	Recommended Specific Maintenance	Total Maintenance Cost (\$,000)
582	Howick, Township of	McIntosh Line	Harriston Road	Gough Road	Gravel	50-199	Subdrain both sides up to 500m	Ditching Improvements (Full Length)	35.4
589	Howick, Township of	Toll Gate Line	Gough Road	Spencetown Road	Gravel	50-199	Shoulder and SI Repair (<100 m)	Ditching Improvements (Full Length)	20.0
590	Howick, Township of	Toll Gate Line	Spencetown Road	Creamery Road	Gravel	50-199	Ditchin ovements (<200 m) Shoul and e Repair (<100 m)		8.7
592	Howick, Township of	Malcolm Line	Huron-Bruce Road	Fordwich Line	Gravel	50-199	Ditching Improve ts (<200 m)	Repalce base in swampy area	63.1
596	Howick, Township of	Malcolm Line	Orangehill Road	Harriston Road	Gravel	50-19	Gravel Road Spot Repair 60 m) Shoulder and Slope Repair (00 m)		26.6
597	Howick, Township of	Malcolm Line	Harriston Road	Gough Road	Gravel	199	Dit ng Improvements (<200 m)		3.1
600	Howick, Township of	Malcolm Line	Creamery Road	Perth Road 178	Gravel	50-1	Gravel Road Spot Repair (<60 m)		21.0
601	Howick, Township of	Mud Lake Line	Creamery Road	Perth Road 178	Gravel	50-199	Ditching Improvements (<200 m)		3.1
602	Howick, Township of	Mud Lake Line	Spencetown Road	Creamery Road	Gra	50-199		Ditching Improvements (Full Length)	14.4
613	Howick, Township of	C-Line Road	McDonald Line	Johnston Line	G el	5 19	Gravel Road Spot Repair (<60 m) Ditching Improvements (<200 m)		24.1
614	Howick, Township of	C-Line Road	Johnston Line	Ada	Grav	50-199		Install subdrain full length, both sides	88.7
615	Howick, Township of	C-Line Road	Adams Line	Gorrie Line	Gravel	50-199		Install subdrain full length, both sides	59.9
114	Howick, Township of	Adelaide Street	Patrick Street	Iliam S et	HC t	200-499	Patching (<60 m)	Crack Sealing	22.3
409	Howick, Township of	Main Street	Brussels Line	All reet	HCB - 2 lifts	200-499		Crack Sealing	6.9
410	Howick, Township of	Main Street	Allen eet	Marietta et	HCB - 2 lifts	200-499		Crack Sealing	1.5
411	Howick, Township of	Main Street	M tta Street	ntre Stree	HCB - 2 lifts	200-499		Crack Sealing	2.7
421	Howick, Township of	Howick Street	H iston Road	Gi n Street	HCB - 2 lifts	200-499		Crack Sealing	4.5
502	Howick, Township of	Huron-Bruce Road	For ine	G le Line	HCB - 2 lifts	200-499	shoulder gravel		3.0
504	Howick, Township of	Huron-Bruce Road	McIntosh Lin	Toll Gate Line	HCB - 2 lifts	200-499		Crack Sealing	24.5
505	Howick, Township of	Huron-Bruce Road	Toll Gate Line	Malcolm Line	HCB - 2 lifts	200-499	shoulder gravel		2.5
506	Howick, Township of	Huron-Bruce Road	Malcolm Line	Elora Road	HCB - 2 lifts	200-499	shoulder gravel		2.5
522	Howick, Township of	Salem Road	Mud Lake Line	Howick-Minto Line	Gravel	200-499	Shoulder and Slope Repair (<100 m)		5.6
530	Howick, Township of	Orangehill Road	Belmore Street	Lawrie Street	Gravel	200-499	Ditching Improvements (<200 m)		3.1
531	Howick, Township of	Orangehill Road	Lawrie Street Line	Gorrie Line	Gravel	200-499	Subdrain both sides up to 500m Shoulder and Slope Repair (<100 m)		26.7
538	Howick, Township of	Howick-Minto Line	Salem Road	Orangehill Road	HCB - 2 lifts	200-499		Crack Sealing	24.9

Appendix D2 - Recommended Road Maintenance Needs Sorted by Former Municipality, Traffic Range and Section Number

Township of Howick Road Management Study

Section ID	Former Mun.	Road Name	From	То	Surface Type	Traffic Range (vpd)	Recommended Spot Road and Drainage	Recommended Specific Maintenance	Total Maintenance Cost (\$,000)
539	Howick, Township of	Howick-Minto Line	Orangehill Road	Harriston Road	HCB - 2 lifts	200-499		Crack Sealing	24.5
543	Howick, Township of	Gough Road	McIntosh Line	Toll Gate Line	HCB - 2 lifts	200-499	Patching (<60 m)		19.9
544	Howick, Township of	Gough Road	Toll Gate Line	Louisa Street	HCB - 2 lifts	200-499		Crack Sealing	19.7
568	Howick, Township of	Church Street	McLaughlin Street	Gough Road	Gravel	200-499	Subdr th sides up to 500m Shoul and pe Repair (<100 m)		26.7
571	Howick, Township of	Johnston Line	C-Line Road	Amberley Road	Gravel	200-499	Patching 60 m)	Dig out island north end	69.9
576	Howick, Township of	Gorrie Line	Howick-Turnberry Road	Salem Road	Gravel	200-49	Shoulder and Slope Repa 100 m)		5.6
577	Howick, Township of	Gorrie Line	Salem Road	Orangehill Road	Gravel	0-499	Su ain both sides up to 500m Sh der and Slope Repair (<100 m)		26.7
578	Howick, Township of	Gorrie Line	Orangehill Road	Harriston Road	Gravel	200-49	Ditching Improvements (<200 m) houlder and Slope Repair (<100 m)		8.7
508	Howick, Township of	W. Heritage Street	Fordwich Line	Elora Road	HB fs	1000-1999		Crack Sealing	8.5
100	Howick, Township of	North Street	Dead End	Patrick Street	HC 1 lift			Crack Sealing	0.8
143	Howick, Township of	East Street	Dead End	Victoria Street	HCB lift	0-49		Crack Sealing	1.6
228	Howick, Township of	James Street	Maitland Street	Alma	HCB -	0-49		Crack Sealing	1.2
250	Howick, Township of	Albert Street South	James Street	ad End	HCB - 1 I	0-49		Crack Sealing	1.5
555	Howick, Township of	Spencetown Road	C-Line Road	Quarry Line	Gravel	0-49	Ditching Improvements (<200 m) Shoulder and Slope Repair (<100 m)		8.7
556	Howick, Township of	Creamery Road	C-Line Road	G Line	Gravel	0-49		Remove island on west end	50.0
565	Howick, Township of	Forest Line	Howick urnberry Road	Salem Ro	Gravel	0-49	Shoulder and Slope Repair (<100 m)		5.6
573	Howick, Township of	Quarry Line	ugh Road	Spen town Road	Gravel	0-49	Subdrain both sides up to 500m		21.1
574	Howick, Township of	Gorrie Line	Huron ce Road	Glen non Road	Gravel	0-49	Shoulder and Slope Repair (<100 m)		5.6
575	Howick, Township of	Gorrie Line	Glenannon d	H ck-Turnberry Road	Gravel	0-49	Shoulder and Slope Repair (<100 m) Gravel Road Spot Repair (<60 m)	Ditching Improvements (Full Length)	40.8
579	Howick, Township of	McIntosh Line	Creamery Road	Perth Road 178	Gravel	0-49	Subdrain both sides up to 500m Raise Grade Line - Gravel 150mm (<100 m)	Ditching Improvements (Full Length)	136.0
581	Howick, Township of	McIntosh Line	Gough Road	Spencetown Road	Gravel	0-49	Shoulder and Slope Repair (<100 m) Subdrain both sides up to 500m		26.7
583	Howick, Township of	Toll Gate Line	Huron-Bruce Road	Glenannon Road	Gravel	0-49	Ditching Improvements (<200 m)		3.1
586	Howick, Township of	Toll Gate Line	Salem Road	Orangehill Road	Gravel	0-49	Shoulder and Slope Repair (<100 m)		5.6
587	Howick, Township of	Toll Gate Line	Orangehill Road	Harriston Road	Gravel	0-49	Subdrain both sides up to 500m Shoulder and Slope Repair (<100 m)		26.7

Appendix D2 - Recommended Road Maintenance Needs Sorted by Former Municipality, Traffic Range and Section Number

Township of Howick Road Management Study

Section ID	Former Mun.	Road Name	From	То	Surface Type	Traffic Range (vpd)	Recommended Spot Road and Drainage	Recommended Specific Maintenance	Total Maintenance Cost (\$,000)
588	Howick, Township of	Toll Gate Line	Harriston Road	Gough Road	Gravel	0-49	Dig out poor section	Ditching Improvements (Full Length)	124.3
591	Howick, Township of	Toll Gate Line	Creamery Road	Perth Road 178	Gravel	0-49	Raise Grade Li Gravel 150mm 100 m)		102.0
593	Howick, Township of	Macolm Line	Fordwich Line	Howick-Turnberry Road	Gravel	0-49	Shoulde lope Repair (<100 m)		5.6
603	Howick, Township of	Mud Lake Line	Gough Road	Spencetown Road	Gravel	0-49	Raise Grade Line avel 150mm (<100 m Shoulder and Slope Rep (<100 m)	Ditching Improvements (Full Length)	122.0
604	Howick, Township of	Mud Lake Line	Harriston Road	Gough Road	Gravel	0	Ditching Improvements (<2 0 m)		3.1
607	Howick, Township of	Mud Lake Line	Howick-Turnberry Road	Salem Road	Gravel	49	Ra Grade Line - Gravel 150mm (<100 m) Ditching Improvements (<200 m)		105.1
608	Howick, Township of	Mud Lake Line	Fordwich Line	Howick-Turnberry Road	Gravel	0-49	Ditching Improvements (<200 m)		3.1

Total: 2680.7

APPENDIX D-3 ROAD NEEDS PRIORITY SCORE SORTED BY PRIORITY SCORE

Township of Howick Road Management Study

Consequence of Failure: (Traffic Value + Criticality)

Probability of Failure: (Surface Condition Value + Drainage Value + (Structure Value * 2))/ 4

Performance Grade: (Maintenance Demand + Platform Width Value + Alignment Value) / 3

Risk = Consequence of Failure + Probability of Failure

Level of Service = Performance Grade + Probability of Failure

Priority Score = Risk + Level of Service

				Section			Probable	Proposed		Traffic			Consq.	Surface	_	Structural	Prob.						Level	
Section ID	Road Name	From	То	Length (m)	Surface Type	Roadside Environment	Costs (\$,000)	Year of Work	Platform Width	Range (vpd)	Criticality	Winter Maint.	of Failure	Condition Rating	Drainage Value	Condition Rating	of Failure	Maintenance Demand	Alignment Value	Width Value	Perf. Grade	Risk	of Service	Priority Score
501	Huron-Bruce Road	Belmore Line	Forest Line	2159	LCB - 2 lifts	Rural	237.5	2027	9	200-499	None	Yes	3.0	5	3	5.5	4.0	Average	3	1	2.0	7.0	6.0	13.0
407	Ann Street	Marietta Street	Centre Street	198	HCB - 1 lift	Semi-Urban	181.0	2032	9	50-199	None	Yes	2.0	5	3	5	4.5	Average	1	1	1.3	6.5	5.8	12.3
433	Gibson Street	Vogt Street	Howick Street	123	HCB - 2 lifts	Semi-Urban	21.8	2035	8	500-999	None	Yes	4.0	7	3	7	3.0	Average	1	3	2.0	7.0	5.0	12.0
432	Gibson Street	Harriston Road	Vogt Street	194	HCB - 2 lifts	Semi-Urban	34.5	2035	8	500-999	None	Yes	4.0	7	3	7	3.0	Average	1	3	2.0	7.0	5.0	12.0
503	Huron-Bruce Road	Gorrie Line	McIntosh Line	2056	LCB - 2 lifts	Rural	226.1	2027	8.9	200-499	None	S	3.0	6	3	6	3.8	Average	1	1	1.3	6.8	5.1	11.8
431	Vogt Street	Harriston Road	Gibson Street	228	HCB - 1 lift	Semi-Urban	40.6	2027	8	0-49	None	Yes	1.0	5	3	5	4.5	Average	1	1	1.3	5.5	5.8	11.3
419	Marietta Street	Ann Street	Main Street	99	HCB - 1 lift	Semi-Urban	190.8	2029	8.5	50-199	No	Ye	2.0	5	3	6	4.0	Average	1	1	1.3	6.0	5.3	11.3
214	Mill Street	Albert Street	Victoria Street	100	HCB - 1 lift	Semi-Urban	25.0	2035	20.1	50-199	None	Yes	2.0	5	3	6	4.0	Average	1	1	1.3	6.0	5.3	11.3
224	John Street	Victoria Street	Wellington Street	101	HCB - 1 lift	Semi-Urban	18.0	2026	9	50-199	None	Yes	2	5	3	6	4.0	Average	1	1	1.3	6.0	5.3	11.3
420	Marietta Street	Main Street	South Limit	96	HCB - 1 lift	Semi-Urban	131.2	2026	8.5	0	Non	Yes	1.0	5	3	5	4.5	Average	1	1	1.3	5.5	5.8	11.3
408	Ann Street	Centre Street	Church Street	234	HCB - 1 lift	Semi-Urban	213.3	2033	9	50-199	one	Yes	2.0	5	3	6	4.0	Average	1	1	1.3	6.0	5.3	11.3
406	Ann Street	West Limit	Marietta Street	184	HCB - 1 lift	Rural	168.4	2032	8.5	50-199	one	Yes	2.0	5	3	5.5	4.0	Average	1	1	1.3	6.0	5.3	11.3
521	Howick-Minto Line	Howick-Turnberry Road	Salem Road	2058	HCB - 1 lift	Rural	156.4	2035	9.	499	Non	Yes	3.0	7	1	6	3.0	Average	1	1	1.3	6.0	4.3	10.3
127	Alice Street	Arthur Street	Patrick Street	201	HCB - 1 lift	Urban	183.4	2029	8.8	50-19	None	Yes	2.0	5	3	7	3.5	Average	1	1	1.3	5.5	4.8	10.3
417	Allen Street	Main Street	McLaughlin Street	141	HCB - 1 lift	Semi-Urban	35.3	2026	8.5	199	None	Yes	2.0	5	3	7	3.5	Average	1	1	1.3	5.5	4.8	10.3
418	Marietta Street	Queen Street	Ann Street	121	HCB - 1 lift	Semi-Urban	153.4	2029	8.5	50-199	None	Yes	2.0	5	3	6.5	3.5	Average	1	1	1.3	5.5	4.8	10.3
227	John Street	Nelson Street	East Limit	98	HCB - 1 lift	Urban	124.1	2026	8	49	None	Yes	1.0	5	3	6	4.0	Average	1	1	1.3	5.0	5.3	10.3
262	Nelson Street	Harriston Road	Martin Street	268	HCB - 1 lift	Urban	66.9	2032		50-199	Fire	Yes	2.5	6	1	6	3.3	Average	1	1	1.3	5.8	4.6	10.3
216	Edward Street	Alma Street	Maitland Street	100	HCB - 1 lift	Semi-Urban	25.1	26	10	50-199	None	Yes	2.0	5	3	6.5	3.5	Average	1	1	1.3	5.5	4.8	10.3
217	Edward Street	Maitland Street	Albert Street	101	HCB - 1 lift	Semi-Urb	25	202	10	50-199	None	Yes	2.0	5	1	6	3.5	Average	1	1	1.3	5.5	4.8	10.3
223	John Street	Albert Street	Victoria Street	101	HCB - 1 lift	Se Urban	53.5	2026	8	50-199	None	Yes	2.0	5	3	7	3.5	Average	1	1	1.3	5.5	4.8	10.3
233	Alma Street	Harriston Road	William Street	172	HCB - 1 lift	Ur	331.8	2034	7.8	0-49	None	Yes	1.0	5	3	5.5	4.0	Average	1	1	1.3	5.0	5.3	10.3
401	Queen Street	Brussels Line	Walker Street	119	HCB - 1 lift	Semi-Urba	29.8	2033	7.8	50-199	None	Yes	2.0	5	1	6	3.5	Average	1	1	1.3	5.5	4.8	10.3
230	James Street	Albert Street	Victoria Street	101	HCB - 1 lift	Semi-Urban	18 0	2026	8	50-199	None	Yes	2.0	5	1	6.5	3.0	Average	1	1	1.3	5.0	4.3	9.3
225	John Street	Wellington Street	Princess Street	100	HCB - 1 lift	Semi-Urban	17	2026	8	0-49	None	Yes	1.0	5	3	7	3.5	Average	1	1	1.3	4.5	4.8	9.3
222	John Street	Maitland Street	Albert Street	100	HCB - 1 lift	Semi-Urban	17.9	2026	8	0-49	None	Yes	1.0	5	3	6.5	3.5	Average	1	1	1.3	4.5	4.8	9.3
208	George Street	Victoria Street	Wellington Street	100	HCB - 1 lift	Semi-Urban	25.0	2026	8	50-199	None	Yes	2.0	5	1	6.5	3.0	Average	1	1	1.3	5.0	4.3	9.3
248	Albert Street South	Edward Street	John Street	122	HCB - 1 lift	Semi-Urban	154.1	2028	9	0-49	None	Yes	1.0	5	3	7	3.5	Average	1	1	1.3	4.5	4.8	9.3
201	William Street	Alma Street	Victoria Street	302	HCB - 1 lift	Semi-Urban	276.0	2028	7.8	0-49	None	Yes	1.0	5	1	5.5	3.5	Average	1	1	1.3	4.5	4.8	9.3
243	Maitland Street	John Street	James Street	121	HCB - 1 lift	Semi-Urban	30.1	2032	9	0-49	None	Yes	1.0	5	3	7	3.5	Average	1	1	1.3	4.5	4.8	9.3
210	George Street	Princess Street	Nelson Street	101	HCB - 1 lift	Semi-Urban	25.2	2026	8	50-199	None	Yes	2.0	5	1	6.5	3.0	Average	1	1	1.3	5.0	4.3	9.3
209	George Street	Wellington Street	Princess Street	101	HCB - 1 lift	Semi-Urban	25.3	2026	8	50-199	None	Yes	2.0	5	1	6.5	3.0	Average	1	1	1.3	5.0	4.3	9.3
242	Maitland Street	Edward Street	John Street	121	HCB - 1 lift	Semi-Urban	30.3	2032	9	0-49	None	Yes	1.0	5	3	7	3.5	Average	1	1	1.3	4.5	4.8	9.3
205	Martin Street	Wellington Street	Princess Street	102	HCB - 1 lift	Semi-Urban	18.2	2032	8	50-199	None	Yes	2.0	5	1	7	3.0	Average	1	1	1.3	5.0	4.3	9.3
612	River Road	Harriston Road	Harriston Road	950	LCB - 1 lift	Rural	33.3	2028	5	0-49	None	Yes	1.0	7	3	7	3.0	Average	1	3	2.0	4.0	5.0	9.0
212	Mill Street	Alma Street	Maitland Street	100	HCB - 1 lift	Semi-Urban	25.0	2035	7.2	50-199	None	Yes	2.0	6	1	7	2.8	Average	1	1	1.3	4.8	4.1	8.8

Township of Howick Road Management Study

Consequence of Failure: (Traffic Value + Criticality)

Probability of Failure: (Surface Condition Value + Drainage Value + (Structure Value * 2))/ 4

Performance Grade: (Maintenance Demand + Platform Width Value + Alignment Value) / 3

Risk = Consequence of Failure + Probability of Failure

Level of Service = Performance Grade + Probability of Failure

Priority Score = Risk + Level of Service

Section ID	Road Name	From	То	Section Length (m)	Surface Type	Roadside Environment	Probable Costs (\$,000)	Proposed Year of Work	Platform Width	Traffic Range (vpd)	Criticality	Winter Maint.	Consq. of Failure	Surface Condition Rating	Drainage Value	Structural Condition Rating	Prob. of Failure	Maintenance Demand	Alignment Value	Width Value	Perf. Grade	Risk	Level of Service	Priority Score
213	Mill Street	Maitland Street	Albert Street	102	HCB - 1 lift	Semi-Urban	25.5	2035	20.1	50-199	None	Yes	2.0	6	1	7	2.8	Average	1	1	1.3	4.8	4.1	8.8
204	Martin Street	Victoria Street	Wellington Street	100	HCB - 1 lift	Semi-Urban	17.8	2032	8	50-199	None	Yes	2.0	6	1	7	2.8	Average	1	1	1.3	4.8	4.1	8.8
229	James Street	Maitland Street	Albert Street	101	HCB - 1 lift	Semi-Urban	18.0	2030	8	0-49	None	Yes	1.0	6	3	7	3.3	Average	1	1	1.3	4.3	4.6	8.8
203	Martin Street	Dead End	Victoria Street	147	HCB - 1 lift	Semi-Urban	26.1	2034	7.3	0-49	None	Yes	1.0	6	3	7	3.3	Average	1	1	1.3	4.3	4.6	8.8
206	Martin Street	Princess Street	Nelson Street	100	HCB - 1 lift	Semi-Urban	17.8	2032	8	50-199	None	S	2.0	6	1	7	2.8	Average	1	1	1.3	4.8	4.1	8.8
559	Creamery Road	Toll Gate Line	Fordwich Line	2070	HCB - 2 lifts	Rural	314.6	2031	8.2	200-499	None	Yes	3.0	6	1	8	2.3	Average	1	1	1.3	5.3	3.6	8.8
134	Arthur Street	Edward Street	Alice Street	120	HCB - 1 lift	Urban	109.8	2030	7.8	0-49	No	Ye	1.0	6	3	7	3.3	Average	1	1	1.3	4.3	4.6	8.8
133	Arthur Street	Louisa Street	Edward Street	121	HCB - 1 lift	Semi-Urban	110.1	2030	7.8	50-199	None	Yes	2.0	6	1	7	2.8	Average	1	1	1.3	4.8	4.1	8.8
507	Huron-Bruce Road	Elora Road	West Heritage	1381	LCB - 2 lifts	Rural	100.1	2027	8.7	50-199	None	Yes	2	6	1	7.5	2.3	Average	3	1	2.0	4.3	4.3	8.5
111	Albert Street	William Street	East Street	207	HCB - 1 lift	Semi-Urban	109.7	2030	8	50	Oth	Yes	2.5	6	1	7.5	2.3	Average	1	1	1.3	4.8	3.6	8.3
135	Arthur Street	Alice Street	Alfred Street	122	HCB - 1 lift	Rural	21.6	2033	7	50-199	one	Yes	2.0	7	1	7	2.5	Average	1	1	1.3	4.5	3.8	8.3
265	Nelson Street	John Street	James Street	119	HCB - 1 lift	Urban	21.2	2026	7.8	0-49	one	Yes	1.0	5	1	7	3.0	Average	1	1	1.3	4.0	4.3	8.3
247	Albert Street South	Mill Street	Edward Street	120	HCB - 1 lift	Semi-Urban	109.4	2028	9	49	Non	Yes	1.0	5	3	8	3.0	Average	1	1	1.3	4.0	4.3	8.3
241	Maitland Street	Mill Street	Edward Street	121	HCB - 1 lift	Semi-Urban	30.2	2032	9	0-49	None	Yes	1.0	5	3	7.5	3.0	Average	1	1	1.3	4.0	4.3	8.3
263	Nelson Street	Martin Street	George Street	121	HCB - 1 lift	Semi-Urban	30.2	2032	7.8	49	None	Yes	1.0	5	1	6.5	3.0	Average	1	1	1.3	4.0	4.3	8.3
509	Driftwood Beach Road	Dead End	Fordwich Line	519	LCB - 2 lifts	Rural	18.2	2028	7	50-199	None	Yes	2.0	7	1	6.5	2.5	Average	1	1	1.3	4.5	3.8	8.3
226	John Street	Princess Street	Nelson Street	101	HCB - 1 lift	Urban	17.9	2026	7.8	49	None	Yes	1.0	5	1	7	3.0	Average	1	1	1.3	4.0	4.3	8.3
240	Maitland Street	Harriston Road	Dead End	68	HCB - 1 lift	Semi-Urban	12.2	203		0-49	None	Yes	1.0	7	3	7.5	2.5	Average	1	3	2.0	3.5	4.5	8.0
428	Church Street	Mill Street	Queen Street	97	HCB - 1 lift	Semi-Urban	17.4	30	8	0-49	None	Yes	1.0	6	3	8	2.8	Average	1	1	1.3	3.8	4.1	7.8
256	Wellington Street South	James Street	South Limit	143	HCB - 1 lift	Semi-Urb	25	203	8	0-49	None	Yes	1.0	6	3	8	2.8	Average	1	1	1.3	3.8	4.1	7.8
211	George Street	Nelson Street	East Limit	115	HCB - 1 lift	Se Urban	28.7	2030	8	0-49	None	Yes	1.0	6	1	6.5	2.8	Average	1	1	1.3	3.8	4.1	7.8
200	Rail Line Road	Victoria Street	Albert Street	98	HCB - 1 lift	Semi an	17.4	2034	8	0-49	None	Yes	1.0	6	3	7.5	2.8	Average	1	1	1.3	3.8	4.1	7.8
260	Princess Street	Edward Street	John Street	113	HCB - 1 lift	Urban	20.2	2029	7.8	0-49	None	Yes	1.0	6	3	8	2.8	Average	1	1	1.3	3.8	4.1	7.8
414	McLaughlin Street	Centre Street	Church Street	231	HCB - 1 lift	Semi-Urban	41.2	2030	8.6	50-199	None	Yes	2.0	6	1	8	2.3	Average	1	1	1.3	4.3	3.6	7.8
253	Wellington Street North	Martin Street	George Street	121	HCB - 1 lift	Semi-Urban	30.2	2034	7.2	0-49	None	Yes	1.0	6	1	6.5	2.8	Average	1	1	1.3	3.8	4.1	7.8
415	Walker Street	Queen Street	Currie Street	120	HCB - 1 lift	Rural	21.4	2033	8.5	50-199	None	Yes	2.0	7	1	8	2.0	Average	1	1	1.3	4.0	3.3	7.3
244	Albert Street	Harriston Road	Rail Line Road	60	HCB - 1 lift	Semi-Urban	10.8	2034	7	0-49	None	Yes	1.0	7	3	8	2.5	Average	1	1	1.3	3.5	3.8	7.3
430	Church Street	Ann Street	McLaughlin Street	290	HCB - 1 lift	Semi-Urban	51.7	2033	8.5	50-199	None	Yes	2.0	7	1	8	2.0	Average	1	1	1.3	4.0	3.3	7.3
251	Wellington Street	Harriston Road	Dead End	44	HCB - 1 lift	Semi-Urban	7.8	2034	6	0-49	None	Yes	1.0	7	3	7.5	2.5	Average	1	1	1.3	3.5	3.8	7.3
249	Albert Street South	John Street	James Street	121	HCB - 1 lift	Semi-Urban	64.2	2028	9	0-49	None	Yes	1.0	5	3	8.5	2.5	Average	1	1	1.3	3.5	3.8	7.3
416	Walker Street	Currie Street	Dead End	125	HCB - 1 lift	Rural	22.3	2033	8.5	50-199	None	Yes	2.0	7	1	8	2.0	Average	1	1	1.3	4.0	3.3	7.3
125	Edward Street	Arthur Street	Patrick Street	157	HCB - 1 lift	Urban	124.8	2035	8.8	0-49	None	Yes	1.0	5	1	8	2.5	Average	1	1	1.3	3.5	3.8	7.3
113	Adelaide Street	Arthur Street	Patrick Street	201	HCB - 1 lift	Urban	54.2	2026	8	0-49	None	Yes	1.0	5	1	8	2.5	Average	1	1	1.3	3.5	3.8	7.3
264	Nelson Street	George Street	Dead End	46	HCB - 1 lift	Semi-Urban	8.1	2032	8	0-49	None	Yes	1.0	6	1	8	2.3	Average	1	1	1.3	3.3	3.6	6.8
116	Mary Street	Patrick Street	William Street	209	HCB - 1 lift	Semi-Urban	37.2	2033	8	50-199	None	Yes	2.0	6	1	8.5	1.8	Average	1	1	1.3	3.8	3.1	6.8
221	John Street	Alma Street	Maitland Street	100	HCB - 1 lift	Urban	17.8	2030	8	0-49	None	Yes	1.0	6	1	7.5	2.3	Average	1	1	1.3	3.3	3.6	6.8

Appendix D-3 - Road Needs Priority Score Sorted by Priority Score

Township of Howick Road Management Study

Consequence of Failure: (Traffic Value + Criticality)

Probability of Failure: (Surface Condition Value + Drainage Value + (Structure Value * 2))/ 4

Performance Grade: (Maintenance Demand + Platform Width Value + Alignment Value) / 3

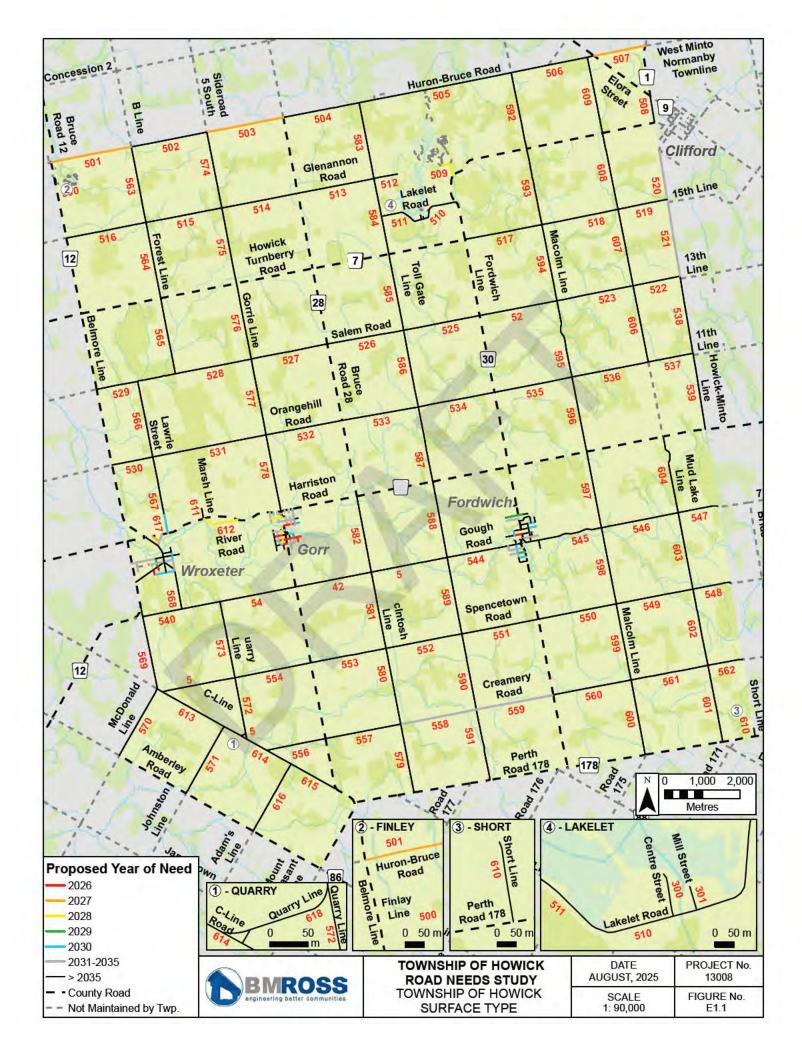
Risk = Consequence of Failure + Probability of Failure

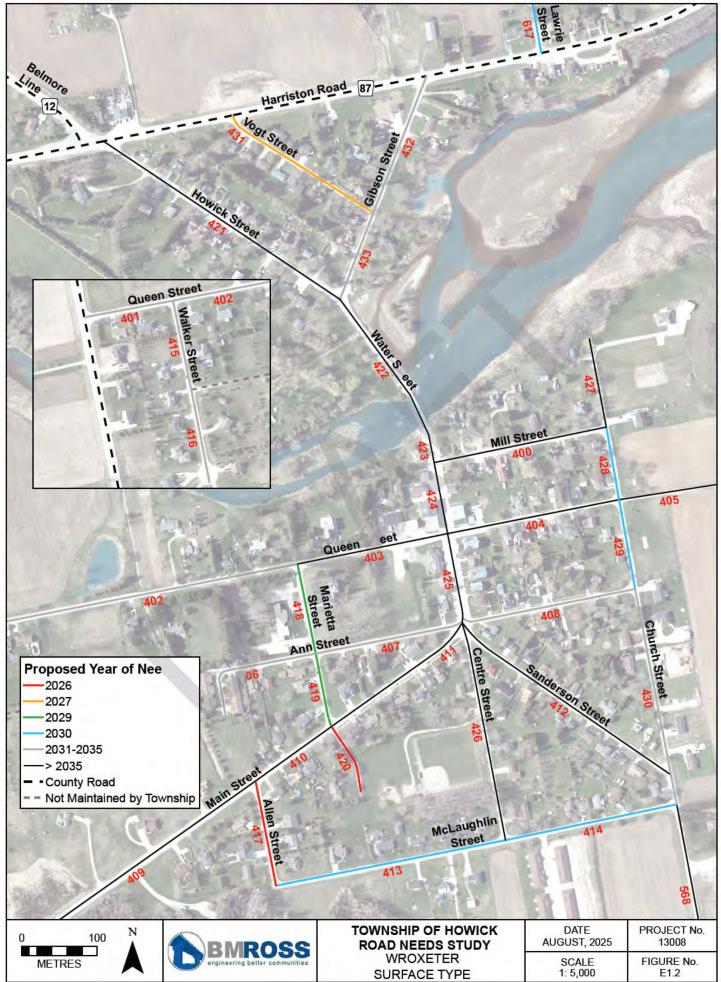
Level of Service = Performance Grade + Probability of Failure

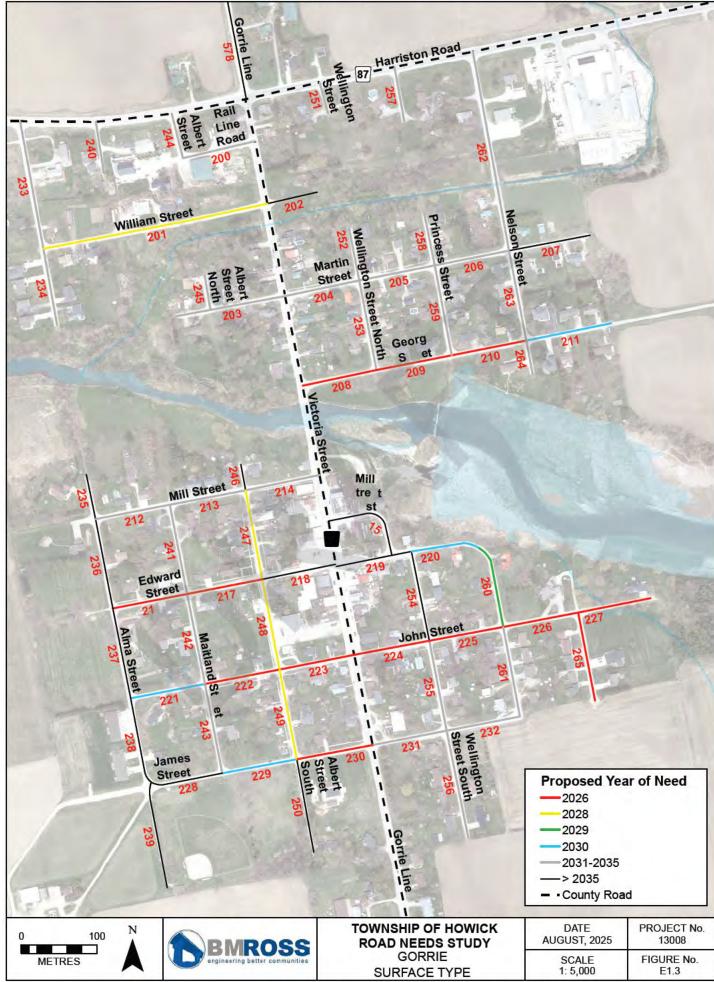
Priority Score = Risk + Level of Service

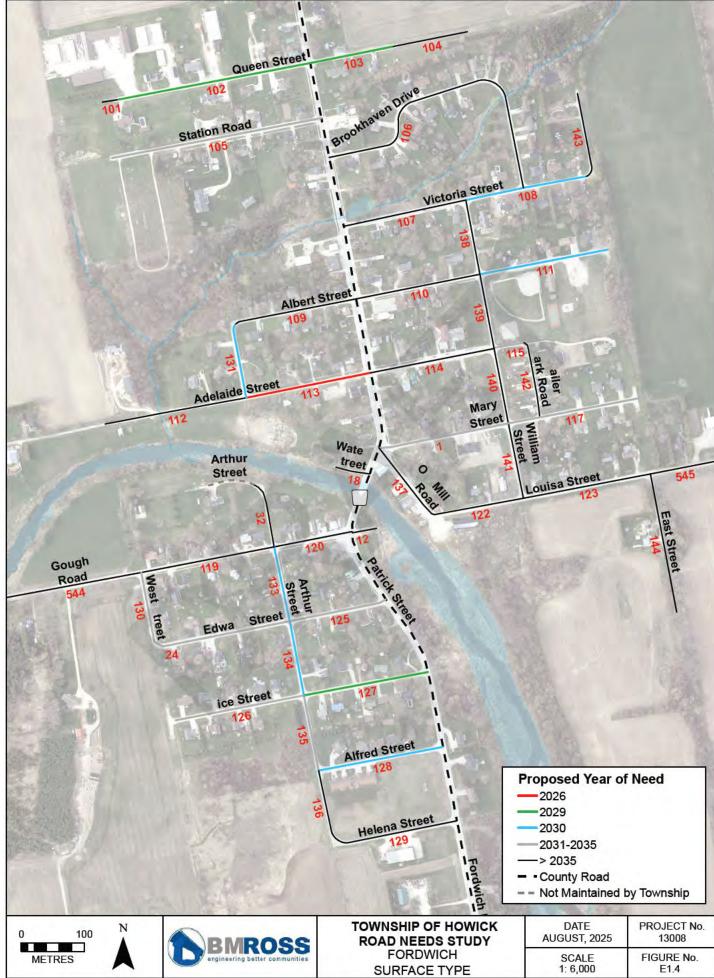
Section ID	Road Name	From	То	Section Length (m)	Surface Type	Roadside Environment	Probable Costs (\$,000)	Proposed Year of Work	Platform Width	Traffic Range (vpd)	Criticality	Winter Maint.	Consq. of Failure	Surface Condition Rating	Drainage Value	Structural Condition Rating	Prob. of Failure	Maintenance Demand	Alignment Value	Width Value	Perf. Grade	Risk	Level of Service	Priority Score
429	Church Street	Queen Street	Ann Street	120	HCB - 1 lift	Semi-Urban	21.3	2030	8.5	50-199	None	Yes	2.0	6	1	10	1.8	Average	1	1	1.3	3.8	3.1	6.8
413	McLaughlin Street	Allen Street	Centre Street	309	HCB - 1 lift	Rural	55.1	2030	8.5	0-49	None	Yes	1.0	6	1	7.5	2.3	Average	1	1	1.3	3.3	3.6	6.8
257	Princess Street	Harriston Road	Dead End	73	HCB - 1 lift	Semi-Urban	13.1	2034	8	0-49	None	Yes	1.0	6	1	7.5	2.3	Average	1	1	1.3	3.3	3.6	6.8
520	Howick-Minto Line	Clifford Road	Howick-Turnberry Road	1302	HCB - 1 lift	Rural	98.9	2035	9.3	200-499	None	Yes	3.0	8	1	8.5	1.3	Average	1	1	1.3	4.3	2.6	6.8
102	Queen Street	0.3 Km West of Patrick Street	Patrick Street	310	HCB - 1 lift	Semi-Urban	55.2	2029	8	50-199	None	S	2.0	6	1	8.5	1.8	Average	1	1	1.3	3.8	3.1	6.8
128	Alfred Street	Arthur Street	Patrick Street	201	HCB - 1 lift	Semi-Urban	35.8	2030	9	50-199	None	Yes	2.0	6	1	9	1.8	Average	1	1	1.3	3.8	3.1	6.8
115	Adelaide Street	William Street	Dead End	98	HCB - 1 lift	Semi-Urban	17.4	2034	8	0-49	Public rks	Ye	1.5	7	3	8.5	2.0	Average	1	1	1.3	3.5	3.3	6.8
220	Edward Street	Wellington Street	Princess Street	90	HCB - 1 lift	Semi-Urban	16.1	2030	7.8	0-49	None	Yes	1.0	6	1	8	2.3	Average	1	1	1.3	3.3	3.6	6.8
259	Princess Street	Martin Street	George Street	121	HCB - 1 lift	Semi-Urban	21.6	2034	7.8	0-49	None	Yes	1	6	1	7.5	2.3	Average	1	1	1.3	3.3	3.6	6.8
402	Queen Street	Walker Street	Marietta Street	518	HCB - 1 lift	Semi-Urban	129.5	2033	7.8	50	Non	Yes	2.0	7	1	8.5	1.5	Average	1	1	1.3	3.5	2.8	6.3
617	Lawrie Street	530m N of Harriston Road	Harriston Road	527	LCB - 2 lifts	Rural	48.5	2030	7	50-199	one	Yes	2.0	9	3	9	1.5	Average	1	1	1.3	3.5	2.8	6.3
126	Alice Street	West Street	Arthur Street	207	HCB - 1 lift	Rural	51.9	2033	8.6	50-199	one	Yes	2.0	7	1	9.5	1.5	Average	1	1	1.3	3.5	2.8	6.3
231	James Street	Victoria Street	Wellington Street	100	HCB - 1 lift	Semi-Urban	17.8	2033	8	199	Non	Yes	2.0	7	1	9	1.5	Average	1	1	1.3	3.5	2.8	6.3
252	Wellington Street North	Dead End	Martin Street	71	HCB - 1 lift	Semi-Urban	12.6	2034	7.2	0-49	None	Yes	1.0	7	1	8	2.0	Average	1	1	1.3	3.0	3.3	6.3
558	Creamery Road	McIntosh Line	Toll Gate Line	2039	HCB - 2 lifts	Rural	310.0	2031	8.2	199	None	Yes	2.0	7	1	9.5	1.5	Average	1	1	1.3	3.5	2.8	6.3
117	Mary Street	William Street	East limit	210	HCB - 1 lift	Semi-Urban	37.3	2033	7.5	50-199	None	Yes	2.0	7	1	9.5	1.5	Average	1	1	1.3	3.5	2.8	6.3
258	Princess Street	Dead End	Martin Street	70	HCB - 1 lift	Semi-Urban	12.5	2034	7.2	49	None	Yes	1.0	7	1	8	2.0	Average	1	1	1.3	3.0	3.3	6.3
130	West Street	Louisa Street	Edward Street	118	HCB - 1 lift	Urban	21.0	2035		0-49	None	Yes	1.0	6	1	9	1.8	Average	1	1	1.3	2.8	3.1	5.8
131	Arthur Street	Albert Street	Adelaide Street	118	HCB - 1 lift	Semi-Urban	21.0	30	8	0-49	None	Yes	1.0	6	1	9	1.8	Average	1	1	1.3	2.8	3.1	5.8
108	Victoria Street	William Street	East Street	195	HCB - 1 lift	Semi-Urb	34	203	8	0-49	None	Yes	1.0	6	1	8.5	1.8	Average	1	1	1.3	2.8	3.1	5.8
124	Edward Street	West Street	Arthur Street	215	HCB - 1 lift	an	38.2	2035	7.8	0-49	None	Yes	1.0	6	1	9	1.8	Average	1	1	1.3	2.8	3.1	5.8
103	Queen Street	Patrick Street	0.2 Km East of Patrick Street	134	HCB - 1 lift	Semi an	23.9	2029	8	0-49	None	Yes	1.0	6	1	8.5	1.8	Average	1	1	1.3	2.8	3.1	5.8
105	Station Road	West Limit	Patrick Street	339	HCB - 1 lift	Urban	60.4	2035	8	0-49	None	Yes	1.0	6	1	9	1.8	Average	1	1	1.3	2.8	3.1	5.8
232	James Street	Wellington Street	Princess Street	99	HCB - 1 lift	Semi-Urban		2034	8	0-49	None	Yes	1.0	7	1	9	1.5	Average	1	1	1.3	2.5	2.8	5.3
234	Alma Street	William Street	South Limit	103	HCB - 1 lift	Urban	18.3	2034	7.8	0-49	None	Yes	1.0	7	1	9.5	1.5	Average	1	1	1.3	2.5	2.8	5.3
245	Albert Street North	Dead End	Martin Street	46	HCB - 1 lift	Semi-Urban	8.1	2034	7.2	0-49	None	Yes	1.0	7	1	8.5	1.5	Average	1	1	1.3	2.5	2.8	5.3
261	Princess Street	John Street	James Street	121	HCB - 1 lift	Semi-Urban	21.5	2034	7.8	0-49	None	Yes	1.0	7	1	9.5	1.5	Average	1	1	1.3	2.5	2.8	5.3
255	Wellington Street South	John Street	James Street	121	HCB - 1 lift	Semi-Urban	21.6	2034	8	0-49	None	Yes	1.0	7	1	9	1.5	Average	1	1	1.3	2.5	2.8	5.3

APPENDIX E-1 MAPS – PROPOSED YEAR OF WORK











Report: FIR-2025-25

Township of Howick

Department: Fire

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: Department Update

1. Recommendation:

For information.

2. Purpose/Issues:

To provide Council with an overview of the Fire Department's activity for the months of October and November 2025.

3. Report Highlights:

Calls for Service

The Howick Township Fire Department responded to 9 calls for service in October and November of 2025. These included 2 unauthorized open air burning complaints, 3 CO alarms, 1 false alarm fire, 1 vehicle fire, 1 OPP assist, and 1 cancelled motor vehicle collision. No incidents were reported as a result of any calls to service, and reports have been filed. The year-to-date total for calls to service as of November 30, 2025 is 63.

Operations

Updates to UTV-2 have been completed, including the installation of a custom pump and stretcher skid unit, all-terrain track installation, lighting, and graphics updates. Upgrades were also made to the trailer to hold additional rescue equipment. UTV-2 is now in service and ready for the winter season. Pictures of UTV have been attached as **Appendix B**.

Graphics have been completed on 2-9, and images of the completed vehicle are attached as **Appendix C**.

Staff were able to acquire a 2006 GMC 5500 rescue truck from the Alnwick-Haldimand fire department for the budget amount of \$20,000.00 approved by Council earlier in the

December 9, 2025 **Report:** FIR-2025-25

year. This truck features a roll-up door rescue body, with seating for six firefighters. It is a G class vehicle, similar to a Ford F-550 or Ram 5500. Staff will bring more information to Council during budget discussions regarding the planned use of this vehicle, and how it factors into Pumper 2-4's replacement plan. Images of the acquired rescue truck as attached as **Appendix D**. The Fire Department extends it's thanks to Fire Chief / CAO Dave Dawson of Alnwick – Haldimand for working with staff to make this purchase possible. This truck was purchased by Howick for less approximately half of what it would be expected to sell for at auction.

Training:

Firefighters trained on forcible entry tools and techniques for the month of October. Three platoon training sessions were held, utilizing a training prop generously loaned to Howick by the Huron East Fire Department. The Department has since taken possession of their own forcible entry door built by Fretz Welding in Cranbrook. This will enhance future training sessions and benefit other departments through the County recruit training program.

Firefighters trained on search and rescue for the month of November. Three platoon training sessions were held. This training is part of annual efforts to "recertify" firefighters to the NFPA 1001 standard.

Personnel

Recruitment efforts have yielded six new recruits, who began training with the Department in November. Recruits have until the end of the year to trial the position and submit all relevant documents, at which time Staff will bring a report to Council seeking approval for hiring. The recruits are Jake Caesar of Clifford, Mara Cutting of Gorrie, Julian Wojtecki of Wroxeter, Daniel Lane of Wroxeter, Nathan Wombwell of Fordwich, and Wade Schefter of Gorrie.

4. Attachments:

Appendix A – October-November 2025 Fire Call Summary

Appendix B – UTV-2 Pictures

Appendix C – Utility 2-9 Pictures

Appendix D – Acquired Rescue Pictures

Respectfully submitted by:

Josh Kestner – Manager of Development and Protective Services / Fire Chief



Howick Township Fire Department Fire Chief :Josh Kestner

2005 Nelson St. N Gorrie ON NOG 1XO PH: 519 335-3202 FAX: 519 335-3210

URL: www.howick.ca/living-here/fire-department

Date of Report 3 Dec 25 23:03

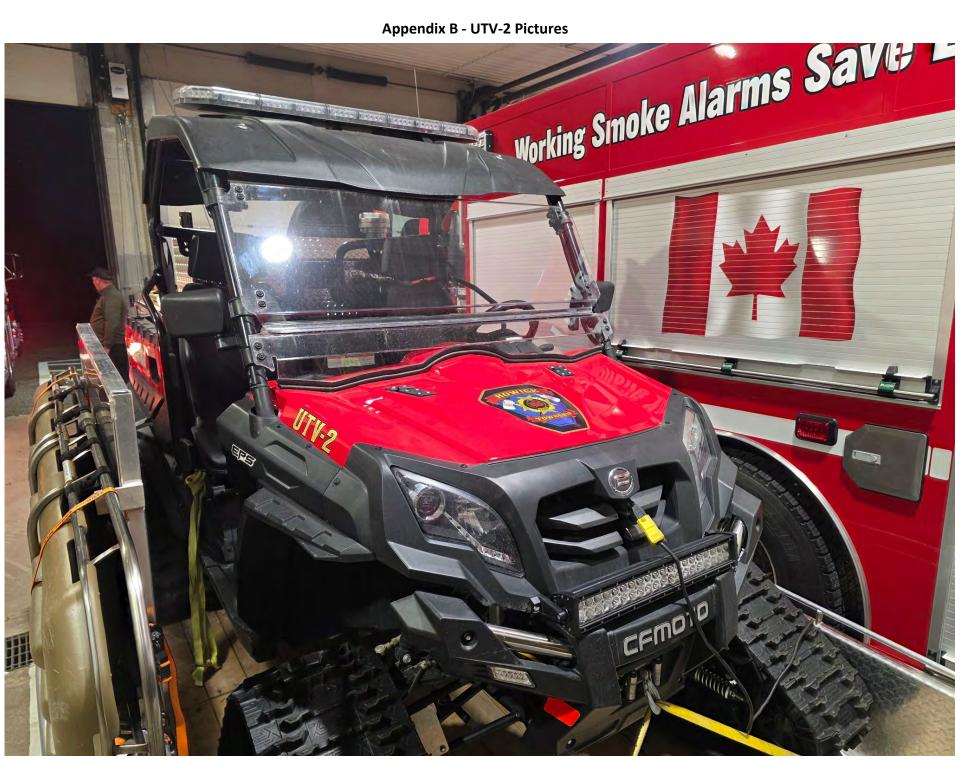
Incident Summary From Oct 1 25 to Nov 30 25

Date/No.		Address/Type	Minutes	Responders	Injuries	Fatalities
Oct 10 25	18:03:04	1061 SANDERSON ST	52	10		
25-055		CO false alarm - equipment malfund	ction (no CO	present)		
Oct 16 25	12:57:54	1057 SANDERSON ST	47	5		
25-056		CO false alarm - equipment malfund	ction (no CO	present)		
Oct 18 25	20:44:58	43195 AMBERLEY RD	45	10		
25-057		Human - Perceived Emergency				
Oct 30 25	06:38:53	46068 GOUGH RD	127	9		
25-058		Fire				
Nov 2 25	14:41:48	88713 MALCOLM LI	101	8		
25-059		CO incident, CO present (exc false	alarms)			
Nov 14 25	10:51:45	FORDWICH LI / HARRISTON RD	115	7		
25-060		Open air burning/unauthorized con	trolled burnii	ng (no uncontroll	ed fire)	
Nov 19 25	17:27:14	1083 CENTRE ST	39	8	,	
25-061		Open air burning/unauthorized con	trolled burnii	ng (no uncontroll	ed fire)	
Nov 26 25	09:20:07	FORDWICH LINE / PERTH RD. 178	5	3	,	
25-062		Call cancelled on route				
Nov 27 25	15:58:01	45515 SPENCETOWN RD	52	11		
25-063		Assistance to Police (exc 921 and 9	22)			
9 incidents	for Howic	ck Township Fire Dept	9 hrs 43 mins	71		

9 hrs 43 mins 71

Appendix B - UTV-2 Pictures





Appendix C - Utility 2-9 Pictures



Appendix C - Utility 2-9 Pictures



Appendix C - Utility 2-9 Pictures



Appendix D - Acquired Rescue Truck Pictures



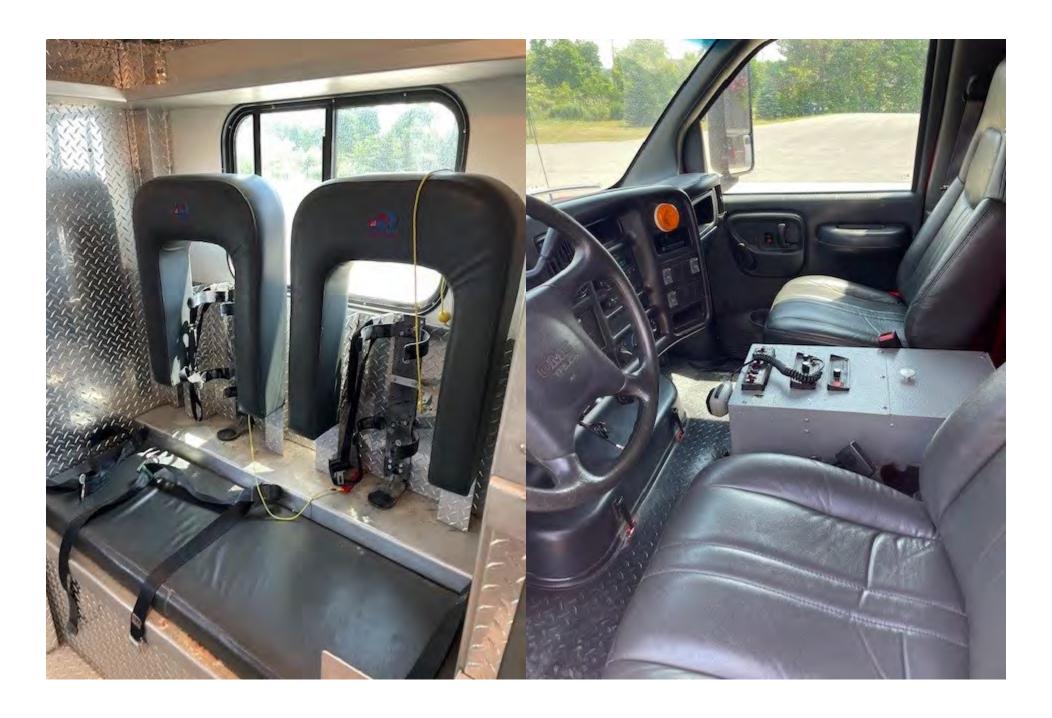
Appendix D - Acquired Rescue Truck Pictures



Appendix D - Acquired Rescue Truck Pictures



Appendix D - Acquired Rescue Truck Pictures





Report: REC-2025-12

Township of Howick

Department: Recreation

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: Department Update

1. Recommendation:

That the Council of the Township of Howick receive report PW-2025-12 Department Update for information.

2. Purpose/Issues:

Provide update to council regarding the Recreation Department.

3. Report Highlights:

- Howick Optimist Pool Update
- Howick Community Centre Update
- Programming Update

4. Background:

Howick Optimist Pool:

The Howick Optimist Pool had a successful 2025 season. The Pool opened June 16th, the opening went seamlessly and there were no problems to note. Heat Pump #1 was replaced prior to opening; The project was a capital item and came in \$1,900.00 under budget. Public Swimming lessons were offered to just over 100 children in 4 sessions throughout the summer. The Gorrie Gators swim team had an amazing season with an all-time high registration of 35, the team won 2 swim meets and placed 2nd overall at the finals meet. The pool was fortunate enough to receive two donations this season. The Howick Optimist graciously donated a waterslide at a cost of \$8,075.00, the slide was well received and thoroughly enjoyed by our patrons. We also received a donation from Trillium Insurance for the purchase of an Automated external defibrillator for a total cost of \$2,185.00. The defibrillator was a welcomed addition to our safety supplies and ensures that we may serve our patrons with the proper tools required during

December 9, 2025 Report: REC-2025-12

emergencies. The pool closed on August 24th without any major maintenance issues, the pool was winterized and covered by our pool maintenance contractor. The pool budget will be under budget by approximately \$30,000.00 using current figures.

Howick Community Centre:

The Howick Community centre is now operating the ice season. The plant was fired up on September 28th without any issue. The ice in season is running smoothly, and staff are keeping the facility clean and in good working order. Ice Rentals are up this season, and we are currently operating at 45-50 hours rental per week. We had one capital project for the facility; Rooftop HVAC replacements, the project was completed October 2nd and came in on budget at \$39,816.92. The H.C.C. is on pace to be under budget.

Programming Update:

Day camps were successful again this past summer. The day camps were full or near full for the duration of the season. I would like to commend the staff for operating these programs they did fantastic job. The budget for day camps is approximately \$14,000.00 under based on current figures.

Before and After school programming is operating smoothly for the fall school year. Currently we are averaging 10 students in before school daily and high days of 15. After school is averaging 24 students daily with high days of 28. The program is on pace to profit based on figures to date and forecasted figures.

Respectfully submitted by: Brady Ropp, Manger of Recreation



Report: FIN-2025-39

Township of Howick

Department: Finance

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: Accounts Payable

1. Recommendation

That the Council of the Township of Howick receive this report for information only.

2. Purpose/Issues:

To update Council on the Accounts Payable Report for the period of November 13 to December 4, 2025 in the amount of \$1,441,770.51.

3. Attachments:

Appendix A: Accounts Payable November 13 to December 4, 2025

Respectfully submitted by: Amy Van Meeteren, Treasurer

000000 Vendor Through 999999

Vendor	Invoice	Invoice	Invoice Entry	
Number Name	Number	Desc	Chq Nbr Date Date	Amount
002018 407 ETR - FIRE VAN	NOV 1/25	407 BILL FOR FIRE \	VAN 001897 2025-11-26 2025-11-26	51.95
		01-2100-2107-50554	407 BILL FOR FIRE VAN	51.95
001050 ADAM BIGNELL	PAP RETURN BIGNE	ELL TX PAP WITHDRAW SOLD 25114	AFT 024738 2025-12-04 2025-12-04	249.00
		01-0000-0000-12811	TX PAP WITHDRAW AFT SOLD 25114	249.00
001051 AVON MAITLAND DISTRICT	SCDEC 2025	DECEMBER 2025 INSTALMENT	024739 2025-12-04 2025-12-04	218,900.19
		01-9500-0000-79500	DECEMBER 2025 INSTALMENT	218,900.19
001053 BELL MOBILITY	527167077 NOV 21/2	5 CELL PHONES	001898 2025-11-26 2025-11-26	359.60
		01-3900-3901-50530	5192910879	24.29
		01-7100-7101-50530	5192917106	28.40
		01-2100-2101-50530	FIRE TABLET 2	18.42
		01-2400-2401-50530	5192917732	25.72
		01-2100-2101-50530	FIRE TABLET 1	18.42
		01-2100-2101-50530	5193570847	18.42
		01-2100-2101-50530	5193575825	27.33
		01-3900-3901-50530	5193576834	23.79
		01-4300-0000-50530	5193576845	18.42
		01-3900-3901-50530	5193577394	23.92
		01-3900-3901-50530	5193577531	24.13
		01-3900-3901-50530	5193577331	23.79
		01-2100-2101-50530	5193578451	44.72
		01-2100-2101-50530	FIRE TABLET 4	18.42
		01-2100-2101-50530	FIRE TABLET 3	21.41
001375 BEN BLACKMORE	2025 VILLAGE MGM	7 2025 VILLAGE MGM GORRIE		400.00
		01-9300-0000-50556	2025 VILLAGE MGMT GORRIE	400.00
001375 BEN BLACKMORE	2025 VILLAGE MGM	MAINTENANCE	024740 2025-12-04 2025-12-04	3,305.24
		01-9300-0000-50555	MISC TOWN MAINTENANCE	1,410.24
		01-9300-0000-50556	MISC TOWN MAINTENANCE	1,895.00
			Vendor Total	3,705.24
001251 BILL MILLER	340829	2025 CENOTAPH CLEANUP	024741 2025-12-04 2025-12-04	600.00
		01-5500-0000-50552	2025 CENOTAPH CLEANUP	600.00
001251 BILL MILLER	4564	2025 GRASS CUTTIN	NG 024741 2025-12-04 2025-12-04	735.00
		01-9200-0000-50552	2025 GRASS CUTTING CLOCK TOWER	735.00
001251 BILL MILLER	2025 VILLAGE MGM	Γ 2025 VILLAGE	024741 2025-12-04 2025-12-04	500.00
		MANAGEMENT 01-9200-0000-50556	2025 VILLAGE MANAGEMENT	500.00
			Vendor Total	1,835.00
002022 BLUE MOUNTAIN CHRYSLE	R ITOWN251016	2026 DODGE RAM 5	500 024742 2025-12-04 2025-12-04	200,746.76
		01-3800-0000-90000	2026 DODGE RAM 5500	200,746.76

000000 Vendor Through 999999

Vendor	Invoice	Invoice	Invoice Entry	
Number Name	Number	Desc	Chq Nbr Date Date	Amount
001189 BRANDT SECURITY PAP	21-9741	MONTHLY ALARM	001899 2025-11-26 2025-11-26	45.20
		01-1300-0000-50556	MONTHLY ALARM CLRK	22.60
		01-3800-3850-50551	MONTHLY ALARM RDS	22.60
001792 CANADA'S FINEST COFFEE	IN003934	COFFEE	024743 2025-12-04 2025-12-04	69.00
		01-7100-7101-50555	COFFEE	69.00
004050 CIDO VICA	OOT 7/05 I ENOVO	VALED CARAC A DAMINI C	TAFE 004000 2005 44 20 2005 44 20	12.00
001056 CIBC VISA	OCT 7/25 LENOVO	WEBCAMS ADMIN S		13.00
004050 01001404	0.07.0/05.1.51101/0	01-1300-0000-50200	WEBCAMS ADMIN STAFF	13.00
001056 CIBC VISA	OCT 9/25 LENOVO	KEYBOARDS & MICE		377.86
		01-1300-0000-50200	KEYBOARDS & MICE	377.86
001056 CIBC VISA	SEPT 26/25 CAN TIR	E FIRE DEEP CYCLE BATTERY	001900 2025-11-26 2025-11-26	192.09
		01-2100-2102-50553	FIRE DEEP CYCLE BATTERY	192.09
001056 CIBC VISA	SEPT 26/25 MILLBAN	IK FIRE TOOLS/EQUIPI	MENT 001900 2025-11-26 2025-11-26	3,500.23
		01-2100-2101-50553	FIRE TOOLS/EQUIPMENT	821.51
		01-2100-2101-50103	FIRE TOOLS/EQUIPMENT	1,284.81
		01-2100-2103-50553	FIRE TOOLS/EQUIPMENT	138.48
		01-2100-2104-50553	FIRE TOOLS/EQUIPMENT	571.78
		01-2100-2106-50553	FIRE TOOLS/EQUIPMENT	683.65
001056 CIBC VISA	SEPT 27/25 ZEHRS	FIREHALL WATER	001900 2025-11-26 2025-11-26	60.00
		01-2100-2101-50553	FIREHALL WATER	60.00
001056 CIBC VISA	OCT 2/25 MILLBANK	FIRE TOOL EXCHAN	IGE 001900 2025-11-26 2025-11-26	-540.14
		CRDT 01-2100-2101-50553	FIRE TOOL EXCHANGE CRDT	-540.14
001056 CIBC VISA	OCT 17/25 ADOBE IN		001900 2025-11-26 2025-11-26	-540.14 45.18
001030 CIBC VISA	OCT 17/25 ADOBL IN	MEMBERSHIP	001900 2025-11-20 2025-11-20	45.10
		01-2100-2101-50556	FIRE ADOBE MEMBERSHIP	45.18
001056 CIBC VISA	OCT 17/25 CAN TIRE	FIRE HEADLIGHT BU	JLB 001900 2025-11-26 2025-11-26	11.29
		01-2100-2107-50554	FIRE HEADLIGHT BULB	11.29
001056 CIBC VISA	OCT 22/25 FLYWIRE	TRUCK PULLOUT TF LIGHT BAR	RAY/ 001900 2025-11-26 2025-11-26	1,195.88
		01-2100-2101-50103	TRUCK PULLOUT TRAY/ LIGHT BAR	1,195.88
001056 CIBC VISA	SEPT 25/25 AMAZON	OFFICE DOOR HOO	KS 001900 2025-11-26 2025-11-26	12.70
		01-1300-0000-50555	OFFICE DOOR HOOKS	12.70
001056 CIBC VISA	SEPT 25/25 AMAZON	I 2 STAPLES/SCISSORS		23.69
		OFFICE SUPPLY		
		01-1300-0000-50200	STAPLES/SCISSORS OFFICE SUPPLY	23.69
001056 CIBC VISA	OCT 2/25 MFOA	ASST MGMT FRAME CRSE FIN	WORK 001900 2025-11-26 2025-11-26	395.50
			ASST MGMT FRAMEWORK CRSE FIN	395.50
001056 CIBC VISA	OCT 18/25 AMAZON	OFFICE UDR DESK F	FOOT 001900 2025-11-26 2025-11-26	42.36
		REST 01-1300-0000-50205	OFFICE UDR DESK FOOT REST	42.36
001056 CIBC VISA	OCT 16/25 AMAZON	2 B&A SCHOOL SUPPI		67.79
CO 1000 OIDO VIOA	JOI 10/20 AIVIAZON			
004056 CIRC VISA	OCT 40/05 AMA 70N	01-7200-7201-50555	B&A SCHOOL SUPPLIES	67.79
001056 CIBC VISA	OCT TO/25 AMAZON	2 B&A SCHOOL SUPPI		97.68
20122 2122142	0=0=0=10=10=10		B&A SCHOOL SUPPLIES	97.68
001056 CIBC VISA	SEPT 25/25 LOCAL A	IPI ARENA FRIDGE REF	PAIR 001900 2025-11-26 2025-11-26	135.60

000000 Vendor Through 999999

Vendor	Invoice	Invoice		Invoice	Entry	
Number Name	Number	Desc	Chq Nbr	Date	Date	Amount
		01-7100-7101-50556	ARENA FRIDGE	REPAIR		135.60
001056 CIBC VISA	OCT 7/25 STAPLES	LABEL MAKER TAPE	001900	2025-11-26	2025-11-26	67.94
		01-7100-7102-50200	LABEL MAKER T	APE		67.94
001056 CIBC VISA	OCT 8/25 SQ RECRE	EATICE RINK LOG BOOK	001900	2025-11-26	2025-11-26	79.10
		01-7100-7101-50555	ICE RINK LOG B	OOK		79.10
001056 CIBC VISA	OCT 10/25 RYMAR	BBC RUBBER FLOOF	RING 001900	2025-11-26	2025-11-26	1,440.75
		01-1100-0000-90000	BBC RUBBER FL			1,440.75
001056 CIBC VISA	OCT 16/25 VEVOR	COMM ELECTRIC GRIDDLE	001900	2025-11-26	2025-11-26	189.83
		01-7200-7202-50555	COMM ELECTRI	C GRIDDLE		189.83
				Ver	ndor Total	7,408.33
001950 CONESTOGA COLLEGE INST	T INV063970	FIRE INSTRUCTOR L	EVEL 024744	2025-12-04	2025-12-04	380.00
		01-2100-2101-50103	FIRE INST LEVE	L 1-BRODHA	AECKER	190.00
		01-2100-2101-50103	FIRE INST LEVE	L 1-MATTHE	EWS, D	190.00
001110 CONTINUIT CORP.	65062858-9866	OFFICE 365 MONTHL	_Y 024745	2025-12-04	2025-12-04	667.78
		01-1300-0000-50250	OFFICE 365 MOI	NTHLY		667.78
001110 CONTINUIT CORP.	65062858-9813	NETWORK SUPPORT	T 024745	2025-12-04	2025-12-04	1,414.99
		01-1300-0000-50250	NETWORK SUP			1,414.99
001110 CONTINUIT CORP.	65062858-9879	CLOUD BACK UP			2025-12-04	113.00
		01-1300-0000-50250	CLOUD BACK U	D		113.00
				Ver	ndor Total	2,195.77
001009 COUNTY OF HURON	DEC 2025	DECEMBER 2025	024746	2025-12-04	2025-12-04	696,508.26
		01-9100-0000-79100	DECEMBER 202	5		696,508.26
001241 DONNELLY & MURPHY	13506	BELMORE ARENA BI LEGAL MATTER	O- 024747	2025-12-04	2025-12-04	282.50
		01-0000-0000-51010	BELMORE AREN	IA BD-LEGA	L MATTER	282.50
001241 DONNELLY & MURPHY	13507	BOWMAN SUBDIVISI RECOVERABLE	ON 024747	2025-12-04	2025-12-04	168.98
		01-8100-0000-12810	BOWMAN SUBD	IVISION REC	COVERABLE	168.98
				Ver	ndor Total	451.48
001969 DOUGLAS R ARMSTRONG TE	₹,37215	16X8 OFFICE - LAND	FILL 024748	2025-12-04	2025-12-04	395.50
		01-4300-0000-50556	16X8 OFFICE - L	ANDFILL		395.50
001969 DOUGLAS R ARMSTRONG TE	₹,36968	16X8 OFFICE - LAND	FILL 024748	2025-12-04	2025-12-04	395.50
		01-4300-0000-50556	16X8 OFFICE - L	ANDFILL		395.50
001151 FORDWICH CEMETERY BOAR	R NOV 2025 DONATIO	NS NOV 2025 DONATION	NS 024749	2025-12-04	2025-12-04	600.00
		01-0000-0000-57100	NOV 2025 DONA	TIONS		600.00
001259 GEI CONSULTANTS	730015817	BOWMAN SUBDIVISI RECOVERABLE	ON 024750	2025-12-04	2025-12-04	425.16
		01-8100-0000-12810	BOWMAN SUBD	IVISION REC	COVERABLE	425.16
001259 GEI CONSULTANTS	730016067	LANDFILL MONITORI	ING 024750	2025-12-04	2025-12-04	6,853.57

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Vendor Number Name	Invoice Number	Invoice Desc	Invoice Entry Chq Nbr Date Date	Amount
Trained Traine	- Turnion		<u>`</u>	
0042F0 CELCONCULTANTS	700040000	01-4300-0000-50656	LANDFILL MONITORING	6,853.57
001259 GEI CONSULTANTS	730016009	LANDFILL IMPROVEN ENGINEERI	MENT 024750 2025-12-04 2025-12-04	8,392.77
		01-4300-0000-90000	LANDFILL IMPROVEMENT ENGINEERI	8,392.77
			Vendor Total	15,671.50
001099 HILTZ'S LANDSCAPING MAIN	IT 16	GORRIE TOWN MAINTENANCE	024751 2025-12-04 2025-12-04	197.75
		01-9300-0000-50556	GORRIE TOWN MAINTENANCE	197.75
001380 HOWICK MINOR HOCKEY	NOV 21/2025	CHRISTMAS DINNER	R X 45 024752 2025-12-04 2025-12-04	2,700.00
		01-1100-0000-51500	CHRISTMAS DINNER X 45	2,700.00
001052 HURON-PERTH COUNTY RO	MDEC 2025	DECEMBER 2025	024753 2025-12-04 2025-12-04	12,094.31
		INSTALMENT 01-9600-0000-79600	DECEMBER 2025 INSTALMENT	12,094.31
001575 HV POWER	4057	REPAIR LIGHTS	024754 2025-12-04 2025-12-04	782.32
		01-9400-0000-50551	REPAIR LIGHTS	782.32
001575 HV POWER	4005	GORRIE ST LIGHT R	EPAIR 024754 2025-12-04 2025-12-04	252.75
		01-9300-0000-50551	GORRIE ST LIGHT REPAIR	252.75
			Vendor Total	1,035.07
001298 HYDRO ONE NETWORKS IN	C SEPT 2025	SEPT 2025 USAGE	001901 2025-11-26 2025-11-26	10,481.85
		01-9400-0000-50500	SEPT 2025 USAGE	54.08
		01-1300-0000-50500	SEPT 2025 USAGE	245.37
		01-3900-3901-50500	SEPT 2025 USAGE	191.93
		01-9400-0000-50500	SEPT 2025 USAGE	34.24
		01-7100-7102-50500	SEPT 2025 USAGE	91.43
		01-2100-2101-50500	SEPT 2025 USAGE	337.12
		01-7100-7101-50500	SEPT 2025 USAGE	7,506.27
		01-9300-0000-50500	SEPT 2025 USAGE	31.94
		01-9400-0000-50500	SEPT 2025 USAGE	184.03
		01-9400-0000-50500	SEPT 2025 USAGE	551.23
		01-9300-0000-50500	SEPT 2025 USAGE	603.36
		01-9000-0000-50500 01-8900-0000-50500	SEPT 2025 USAGE	48.43
		01-9200-0000-50500	SEPT 2025 USAGE SEPT 2025 USAGE	16.08 512.43
		01-9400-0000-50500	SEPT 2025 USAGE	39.52
		01-9400-0000-50500	SEPT 2025 USAGE SEPT 2025 USAGE	8.30
		01-9300-0000-50500	SEPT 2025 USAGE SEPT 2025 USAGE	7.06
		01-9200-0000-50500	SEPT 2025 USAGE	10.73
		01-9400-0000-50500	SEPT 2025 USAGE	8.30
001282 JACK RUTTAN	2025 VILLAGE MGMT			
001202 UNON NOTIAN	2020 VILLAGE WIGIVI	MANAGEMENT 01-9200-0000-50556	024755 2025-12-04 2025-12-04 2025 VILLAGE MANAGEMENT	500.00 500.00
001050 IACOP EEUD	DAD DETUDAL FFUE			
001050 JACOB FEHR	PAP RETURN - FEHR	R TX PAP WITHDRAWN ERR		15.00
		01-0000-0000-12811	TX PAP WITHDRAWN BY ERR	15.00

000000 Vendor Through 999999

Vendor Number Name		Invoice Number	Invoice Desc	(Chq Nbr	Invoice Date	Entry Date	Amount
002019 JAYDEN'S MI	ECHANICAL	417667437	HVAC 2 UNIT HCC				2025-12-04	44,993.12
001050 JOE SCHOLL	-	06112025	01-7100-7101-90000 J SCHOLL- WORK BC	HVAC 2 (2025-12-04	44,993.12 250.00
			01-7100-7101-50205	J SCHOL	L- WOR	K BOOTS		250.00
001445 JOHN DEERE	E FINANCIAL	2063705	LUBRICANT	(001902	2025-11-26	2025-11-26	38.80
			01-3800-3818-50554	LUBRICA				38.80
001445 JOHN DEER	E FINANCIAL	2033233	CAP SCREW			2025-11-26	2025-11-26	40.00
			01-3100-3106-50555	CAP SCF	K⊏VV	Ver	ndor Total	40.00 78.80
						٧٥١	idor rotar	70.00
001243 KEVIN DOIG		VOUC 524/25	BUILDING REG DAM GATES	(024759	2025-12-04	2025-12-04	410.00
			01-9400-0000-50557			OAM GATES		410.00
001243 KEVIN DOIG		VOUC 523/25	PARK MAINT - NOV 2				2025-12-04	62.50
001243 KEVIN DOIG		VOUC 520/25	01-9400-0000-50552 2025 VILLAGE	PARK MA			2025-12-04	62.50 1,000.00
001243 REVIN DOIG		VOOC 320/23	MANAGEMENT 01-9400-0000-50556			ANAGEMEN		1,000.00
			0.0.00 0000 0000				ndor Total	1,472.50
								•
001933 KYLE QUIPP		VOUC 519/25	2025 VILLAGE MANAGEMENT	(024760	2025-12-04	2025-12-04	1,000.00
			01-9400-0000-50556	2025 VILI	LAGE M	ANAGEMEN	IT	1,000.00
001037 LAND IMPRO	VEMENT CONTR	R/2458000669	LICO MEMBERSHIP 2	2026 (024761	2025-12-04	2025-12-04	197.75
			01-8400-0000-50104	LICO ME	MBERSI	HIP 2026		197.75
001353 LAVIS CONT	RACTING CO. LT	Г 4388039	COLD PATCH MIX	(024762	2025-12-04	2025-12-04	427.54
			01-3500-3503-50656	COLD PA	TCH MI	X		427.54
001558 LCBO		1721176	ALCOHOL HCC	(001903	2025-11-26	2025-11-26	491.61
			01-7100-7101-57200	ALCOHO	L HCC			491.61
001986 LONDON FIR	E EQUIPMENT L	T 836761	HYDROSTATIC TEST	SCBA (024763	2025-12-04	2025-12-04	762.75
			CYLINDER 01-2100-2101-50554	HYDROS	TATIC T	EST SCBA	CYLINDER	762.75
001157 MARQUARD	Γ FARM DRAINAC	G CERT#4-2015 HBR	BOLTON MD BRANCI	HB (024764	2025-12-04	2025-12-04	5,337.55
			HBR 01-0000-0000-23200			ANCH B HBF		5,337.55
001391 MICROAGE E	BASICS	44906	2548 COLOUR/2829 E				2025-12-04	234.51
001391 MICROAGE E	RASICS	44985	01-1300-0000-50200 FIRE-1070 COLOUR/			329 BLACK	2025-12-04	234.51 113.68
001091 WICHOAGE		77800	BLACK 01-2100-2101-50200			UR/ 470 BL/		113.68
001391 MICROAGE E	BASICS	1958006	PW- CHARGE & COR				2025-12-04	56.48

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Vendor Number Name	Invoice Number	Invoice Desc	Chq Nbr	Invoice Date	Entry Date	Amount
Hamber Hame	Number		•		Duto	
		01-3900-3901-50200	PW- CHARGE & (dor Total	56.48
				venc	ioi rotai	404.07
001185 MIDWESTERN EQUIPMENT (I	-I 1075	KUBOTA LOADER	001904	2025-11-26	2025-11-26	4,294.00
		01-7100-7101-90000	KUBOTA LOADE	R-REC TRAC	TOR	4,294.00
001063 MINISTER OF FINANCE-OPP	422711250840078	OCTOBER POLICING	024766	2025-12-04	2025-12-04	45,745.00
		01-2200-0000-50556	OCTOBER POLIC	CING		45,745.00
004507 NEW LIET LIVERALILIOS LIMIT	FIOCO24	C 40 CDADED DADTO	004707	2025 42 04	2025 42 04	04.00
001507 NEW-LIFT HYDRAULICS LIMIT	1196934	C-12 GRADER PARTS		2025-12-04	2025-12-04	91.93
		01-3800-3824-50554	C-12 GRADER PA	AKIS		91.93
001081 ONTARIO MUNICIPAL EMPLO	NOV 2025	NOV 2025	024768	2025-12-04	2025-12-04	22,121.30
		01-0000-0000-25110	NOV 2025			22,121.30
001674 PBJ CLEANING DEPOT	48732	TOILET TISSUE	024769	2025-12-04	2025-12-04	104.51
		01-1300-0000-50555	TOILET TISSUE			104.51
001674 PBJ CLEANING DEPOT	S47188	PORTABLE UTILITY	024769	2025-12-04	2025-12-04	60.79
		HEATER-HCC 01-7100-7101-50555	PORTABLE UTIL	ITY HEATER-	HCC	60.79
001674 PBJ CLEANING DEPOT	S47454	GREEN FOAM CLEAN	NER - 024769	2025-12-04	2025-12-04	122.59
		FD 01-2100-2101-50200	GREEN FOAM CI	_EANER - FD		122.59
				Vend	dor Total	287.89
002020 PEPSICO BEVERAGES COMF	7/32385509	POP HCC		2025-12-04	2025-12-04	578.12
		01-7100-7101-57550	POP HCC			578.12
001434 PETER BARANOWSKI	VOUC 521/25	2025 VILLAGE	024771	2025-12-04	2025-12-04	1,000.00
		MANAGEMENT 01-9400-0000-50556	2025 VILLAGE MA	ANAGEMENT	-	1,000.00
004406 DETER KING	LICUTE & FUEL	FUEL	004770	2025-12-04	2025 12 04	E0 00
001196 PETER KING	LIGHTS & FUEL	01-9200-0000-50555	FUEL TUEL	2025-12-04	2025-12-04	50.00 50.00
001196 PETER KING	2025 VILLAGE MGMT			2025-12-04	2025-12-04	500.00
		MANAGEMENT 01-9200-0000-50556	2025 VILLAGE MA	ANAGEMENT	-	500.00
		01-9200-0000-30330	2025 VILLAGE IVI		dor Total	550.00
				VOIIC	ioi rotai	000.00
002021 POOL SUPPLIES CANADA	2033216	WIFI ROBOTIC POOL CLEANER	024773	2025-12-04	2025-12-04	1,919.87
		01-7100-7102-50555	WIFI ROBOTIC P	OOL CLEANE	ER	1,919.87
001020 PUROLATOR COURIER LTD.	505228753	MOF/EASY PAY/SGS	024774	2025-12-04	2025_12_04	31.67
001020 TOROLATOR GOOMERETE.	303220733	CAN/VAN/SCHER				
001020 PUROLATOR COURIER LTD.	550108716	01-1300-0000-50210 OMERS/OPP/KSMITH	MOF/EASY PAY/S	3GS CAN/VA 2025-12-04		31.67 18.40
33 1020 T GROEFFOR GOOMER ETD.	000100710	CULVERT			2020-12 - 04	
		01-1300-0000-50210 01-3500-9015-90000	OMERS/OPP POS KSMITH CULVER			12.12 6.28
		01-3300-8013-80000	ROWITTI COLVER		dor Total	50.07
				v GHC	i otai	50.07

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Vendor	Invoice	Invoice			Invoice	Entry	
Number Name	Number	Desc		Chq Nbr	Date	Date	Amount
001594 RADAR AUTO PARTS - BRU	SS 5341-489204	BLADE GUIDE KIT-S PLOWS	NOW	024775	2025-12-04	2025-12-04	122.15
		01-3900-3901-50555	BLADE	GUIDE K	IT-SNOW PL	OWS	122.15
001594 RADAR AUTO PARTS - BRU	SS 5341-489201	BATTERY-T08 BEP 1	1231MF	024775	2025-12-04	2025-12-04	984.59
		01-3800-3813-50553	BATTE	RY-T08 BI	EP 1231MF		984.59
					Ver	ndor Total	1,106.74
001064 RECEIVER GENERAL FOR C	CAINOV 1-15 2025	PP#23 NOV 1-15 202	25	001905	2025-11-26	2025-11-26	14,606.38
		01-0000-0000-25100	PP#23	NOV 1-15	2025		14,606.38
001381 REUBEN THERIAULT	2025 VILLAGE MGMT	2025 VILLAGE MGMT GORRIE	Т	024776	2025-12-04	2025-12-04	400.00
		01-9300-0000-50556	2025 VI	LLAGE M	GMT GORR	IE	400.00
001918 SPRIET ASSOCIATES	25-0568	GINGRICH SEVEREN	NCE	024777	2025-12-04	2025-12-04	248.60
		01-8400-0000-12810	GINGR	ICH SEVE	RENCE		248.60
001739 STEVE'S LANDSCAPE AND	CC 2093	SNOW REMOVAL GO	ORRIE	024778	2025-12-04	2025-12-04	1,646.98
		01-9300-0000-50556	SNOW	REMOVA	L GORRIE		1,646.98
002017 STRICKLAND'S AUTOMART	LT 161402	FIRE 2022 FORD F-1 TRUCK	50	024737	2025-11-25	2025-11-25	45,943.90
		01-2100-2101-90001	FIRE 20)22 FORD	F-150 TRU	CK	45,943.90
001237 TEESWATER CONCRETE LT	ΓD 119819	A & B GRAVEL		024779	2025-12-04	2025-12-04	4,429.04
		01-4300-0000-90000	A & B G	RAVEL			4,429.04
001681 TOROMONT CAT	WO600861960	CIRCLE DRIVE REPA	AIRC-	024780	2025-12-04	2025-12-04	1,663.36
		01-3800-3818-50554	CIRCLE		REPAIRC-18		1,663.36
001681 TOROMONT CAT	WO600862076	ADJUST E-STICK BA HOE	ACK	024780	2025-12-04	2025-12-04	1,154.86
		01-3800-3831-50554	ADJUS	T E-STIC	K BACK HOE		1,154.86
					Ver	ndor Total	2,818.22
001070 WATSON'S BUILDING CENT	RE 154960	PAINT BRUSHES		001906	2025-11-26	2025-11-26	42.89
		01-7100-7101-50555	PAINT	BRUSHES	3		42.89
001070 WATSON'S BUILDING CENT	RE 155001	INTERSTATE BATTE	RY	001906	2025-11-26	2025-11-26	342.33
		01-7100-7101-50555	INTERS	STATE BA	TTERY		342.33
001070 WATSON'S BUILDING CENT	REHL1102	OIL PAN		001906	2025-11-26	2025-11-26	50.84
		01-7100-7101-50555	OIL PA	N			50.84
001070 WATSON'S BUILDING CENT	RE 155249	PAPER TOWELS AN TISSUES	D	001906	2025-11-26	2025-11-26	42.35
		01-1300-0000-50555	PAPER	TOWELS	AND TISSU	JES	42.35
001070 WATSON'S BUILDING CENT	RE 155437	FLY TRAPS/RTCHT		001906	2025-11-26	2025-11-26	42.35
		STRAPS 01-2100-2101-50553	FLY TR	APS/RTC	HT STRAPS	;	42.35
001070 WATSON'S BUILDING CENT	REHL1835	SMOKE DETECTORS	S	001906	2025-11-26	2025-11-26	68.88
		01-2100-2101-50250	SMOKE	DETECT	ORS		68.88

000000 Vendor Through 999999

Vendor Invoice	Invoice	Invoice Entry	
Number Name Number	Desc	Chq Nbr Date Date	Amount
001070 WATSON'S BUILDING CENTRE 155867	NUTS AND BOLTS	001906 2025-11-26 2025-11-26	39.23
	01-2400-2404-50555	NUTS AND BOLTS	39.23
001070 WATSON'S BUILDING CENTRE217426	PAINT/BOX/COVER: PIPE	S/ PVC 001906 2025-11-26 2025-11-26	86.21
	01-2100-2101-90002	PAINT/BOX/COVERS/ PVC PIPEDOOR	86.21
001070 WATSON'S BUILDING CENTRE 156089	TOILET SEAT/TANK	BOLTS 001906 2025-11-26 2025-11-26	59.28
	01-7100-7101-50555	TOILET SEAT/TANK BOLTS	59.28
001070 WATSON'S BUILDING CENTRE156105	HAND SOAP	001906 2025-11-26 2025-11-26	6.77
	01-1300-0000-50555	HAND SOAP	6.77
001070 WATSON'S BUILDING CENTREHL2290	TOILET CADET PRO	001906 2025-11-26 2025-11-26	335.58
	01-7100-7101-50555	TOILET CADET PRO	335.58
001070 WATSON'S BUILDING CENTRE 156285	GARBAGE BAGS CL OFFICE		65.52
	01-1300-0000-50555	GARBAGE BAGS CLR- OFFICE	65.52
001070 WATSON'S BUILDING CENTRE HL2577	RUST PAINT & MAR	KERS 001906 2025-11-26 2025-11-26	28.23
	01-3900-3901-50555	RUST PAINT & MARKERS	28.23
001070 WATSON'S BUILDING CENTREHL2750	SCRWS & HEX BOL	TS 001906 2025-11-26 2025-11-26	52.91
	01-2100-2101-90002	SCRWS & HEX BOLTS FIRE DOOR IN	52.91
001070 WATSON'S BUILDING CENTRE 156689	BLDG CAR SNOW B	RUSH 001906 2025-11-26 2025-11-26	39.54
	01-2400-2401-50553	BLDG CAR SNOW BRUSH	39.54
		Vendor Total	1,302.91
001050 WAYNE GOTTFRIED 06	5 DOOR STANDS	024781 2025-12-04 2025-12-04	187.00
	01-7100-7101-50554	5 DOOR STANDS	187.00
001442 WHITE'S WEARPARTS LTD 148630	GRADER BLADES/S	NOW 024782 2025-12-04 2025-12-04	5,814.98
	PLOW PRTS 01-3600-3603-50555	GRADER BLADES/SNOW PLOW PRTS	5,814.98
001072 WORKPLACE SAFETY & INSUFOCT 2025	OCT 2025	000000 2025-11-26 2025-11-26	4,230.50
	01-0000-0000-25110	OCT 2025	4,230.50
001072 WORKPLACE SAFETY & INSUFOCT 2025 VFF	OCT 2025 VFF	000000 2025-11-26 2025-11-26	766.94
	01-2100-2101-50102	OCT 2025 VFF	766.94
001072 WORKPLACE SAFETY & INSUI 2024 SURPLUS	2024 SURPLUS	000000 2025-11-26 2025-11-26	-35,941.20
	DISTRIBUTION 01-1300-0000-50102	2024 SURPLUS DISTRIBUTION	-7,894.09
	01-2400-2401-50102	2024 SURPLUS DISTRIBUTION	-1,577.69
	01-2400-2404-50102	2024 SURPLUS DISTRIBUTION	-680.62
	01-1100-0000-50102	2024 SURPLUS DISTRIBUTION	-1,560.57
	01-8400-0000-50102	2024 SURPLUS DISTRIBUTION	-824.40
	01-2100-2101-50102	2024 SURPLUS DISTRIBUTION	-6,581.39
	01-3900-3901-50102	2024 SURPLUS DISTRIBUTION	-9,692.09
	01-4300-0000-50102	2024 SURPLUS DISTRIBUTION	-852.21
	01-7100-7101-50102	2024 SURPLUS DISTRIBUTION	-3,928.31
	01-7200-7202-50102	2024 SURPLUS DISTRIBUTION	-628.33
	01-7100-7102-50102	2024 SURPLUS DISTRIBUTION	-807.58

Accounts Payable

Bills and Accounts Nov 13 - Dec 4 2025

Vendor 000000 Through 999999

	Entry	Invoice		Invoice	Invoice	Vendor
Amount	Date	Date	Chq Nbr	Desc	Number	Number Name
-913.92	NC	ISTRIBUTIO	2024 SURPLUS D	01-7200-7201-50102		
-30,943.76	d Invoices	Unpaid				
1,387,551.48	d Invoices	Paid				
1,356,607.72	ices Total	Invoi				
1,356,607.72	unt Total	ed G/L Acco	Selecte			
41,396.15		#24	Payroll PF			
43,766.64		#25	Payroll PF			
85,162.79	=	El.	Payroll Expenditures	P		
1,441,770.51	- 1 -	ures	Grand Total Expendit	G		



PLANNING & DEVELOPMENT

57 Napier Street, Goderich, Ontario N7A 1W2 CANADA

Phone: 519.524.8394 Ext. 3 **Fax:** 519.524.5677 **Toll Free:** 1.888.524.8394 Ext. 3

www.huroncounty.ca

Consent Application Report - File C58-2025

Property Address: 44711 Creamery Road, Township of Howick Property Description: Concession 2 Lot 12 and 13, Township of Howick Recommendation: That provisional consent be: ✓ Recommended for approval with the attached conditions (& any additional Township Conditions) — Recommended for deferral — Recommended for denial (referred to Huron County Council for a decision) Purpose: — enlarge abutting lot	Owner/Applicant: Joan Clarke Date: November 21, 202					November 21, 2025
Recommendation: That provisional consent be:	Property Address: 44711 Creamery Road, Township of Howick					
✓ Recommended for approval with the attached conditions (& any additional Township Conditions) Recommended for deferral Recommended for denial (referred to Huron County Council for a decision) Purpose:	Property Description: Concession 2 Lot 12 and 13, Township of Howick					
100 acres +/- (40.5 ha) Agriculture & Natural Environment Area Retained: 100 acres +/- (40.5 ha) Agriculture & Natural Environment — Limited Protection) Zoning: 100 acres +/- (40.5 ha) Agriculture & Natural Environment — Limited Protection) AG1 (General Agriculture) & NE2 (Natural Environment — Limited Protection) Review: This application: ✓ Is consistent with the Provincial Policy Statement (s. 3(5) Planning Act); ✓ Does not require a plan of subdivision for the proper and orderly development of the municipality (s. 53(1) Planning Act); ✓ Conforms with section 51(24) of the Planning Act; ✓ Conforms to the Huron County Official Plan; ✓ Conforms to the Howick Official Plan; ✓ Complies with the Howick Zoning By-law (or will comply subject to a standard condition of rezoning or		Recorder Rec	mmended for approval with th Conditions) mmended for deferral mmended for denial (referred ge abutting lot e new lot us farm dwelling -of-way / easement			
Agriculture & Natural Environment AG1 (General Agriculture) & NE2 (Natural Environment — Limited Protection) Review: This application: ✓ Is consistent with the Provincial Policy Statement (s. 3(5) Planning Act); ✓ Does not require a plan of subdivision for the proper and orderly development of the municipality (s. 53(1) Planning Act); ✓ Conforms with section 51(24) of the Planning Act; ✓ Conforms to the Huron County Official Plan; ✓ Complies with the Howick Official Plan; ✓ Complies with the Howick Zoning By-law (or will comply subject to a standard condition of rezoning or		a) A	griculture & Natural	AG1 (Genera	_	-
 ✓ Is consistent with the Provincial Policy Statement (s. 3(5) Planning Act); ✓ Does not require a plan of subdivision for the proper and orderly development of the municipality (s. 53(1) Planning Act); ✓ Conforms with section 51(24) of the Planning Act; ✓ Conforms to the Huron County Official Plan; ✓ Complies with the Howick Official Plan; ✓ Complies with the Howick Zoning By-law (or will comply subject to a standard condition of rezoning or 		a) A	griculture & Natural	AG1 (Genera	_	
minor variance). Mas no unresolved objections/concerns raised (to date) from agencies or the public; and (Applications that are unable to meet all of the foregoing criteria will be referred to Huron County Council for a decision)	✓ Is consistent with ✓ Does not require Planning Act); ✓ Conforms with se ✓ Conforms to the ✓ Conforms to the ✓ Complies with th minor variance). ✓ Has no unresolve (Applications that are units)	h the Pro e a plan o ection 51 Huron Co Howick (ne Howicl	f subdivision for the proper an (24) of the Planning Act; ounty Official Plan; Official Plan; k Zoning By-law (or will comply ions/concerns raised (to date)	d orderly devel subject to a sta	opment andard o	condition of rezoning or ublic; and

Agency Comments:

	Not	No	Comments	
	Received	Objections	Comments	
Neighbours	✓			
Howick Staff		✓	See Recommended Conditions	

Figure 1. 2020 Air photo showing the severed parcel (outlined in blue) and retained parcel (outlined in red).



Figure 2. 2020 Air photo of retained lands, showing existing dwelling.



Planning Comments

- This application proposes to sever a 100 acre (40.5 ha) parcel from the existing 200 acre (80.9 ha) subject property. The proposed severance would result in a 100 acre (40.5 ha) retained parcel.
- The severed parcel is vacant and used for agricultural purposes. The retained parcel contains a residence, a barn, and multiple sheds.
- The intent of this application is to recreate the original lot configuration for succession planning purposes. The
 applicant has obtained legal confirmation that the subject property is considered to be a single conveyable
 parcel.
- The *Provincial Planning Statement, 2024* (PPS) and the Huron County Official Plan permit the creation of new agricultural lots given the lots are appropriately sized for the type of agricultural uses common in the area as well as being sufficiently large to maintain flexibility for future changes. The Howick Official Plan sets the size of which is appropriate for agricultural lots in the Township.
- The application is consistent with the PPS and conforms to the County and local Official Plans by meeting the minimum lot size requirement of 30 hectares (74 acres) for both the severed and retained parcels.
- The Township of Howick Official Plan further details policies for agricultural lot creation. Section 10.C.1 states the following:

"Where the land being conveyed and retained is for agricultural purposes a consent may be granted where both the severed and retained parcels respect the need for long term agricultural flexibility. In determining if the land is to be used for agricultural purposes the following criteria will be met:

- a. The proposed operation must be an agricultural operation either by itself or in conjunction with other lands owned by the operator;
- b. Agriculture must be the intended use of the lands; and
- c. A minimum lot size of 30 hectares (≈ 74 acres).
- The Howick Official Plan also states in Section 10.C.6 that all consents will be subject to minimum distance Separation (MDS) requirements.
- Both parcels will continue to be used for agricultural use, as no changes to the current farm operations have been proposed. Both parcels meet and exceed the required minimum lot size. The severed parcel is large enough in size that there is a suitable building envelope to meet MDS requirements.
- As a result of the above, the application conforms to the Township of Howick Official Plan and its agricultural
 consent policies. The application is in conformity with the Huron County Official Plan and is consistent with the
 Provincial Planning Statement.

Agency and Public Comments

- Notice of the consent was circulated to the public, agencies, and Howick staff.
- No comments were received from the public.
- No concerns or objections were received from agencies or staff.
- The Howick Fire Chief provided comments to note that a burn permit is currently registered, and that the
 permit will only apply to the retained property unless both parcels are retained by the same owner. When a
 new fire number is created for the new parcel, the number must be added to the existing permit or used to
 register a new permit.

Conclusion

As a result, it is recommended that the Township of Howick support this consent application and recommend to the County of Huron that it receive conditional consent approval with the following conditions:

Recommended Conditions

Expiry Period

1. Conditions imposed must be met within two years of the date of notice of decision, as required by Section 53(41) of the Planning Act, RSO 1990, as amended. If conditions are not fulfilled as prescribed within two years, the application shall be deemed to be refused. Provided the conditions are fulfilled within two years, the application is valid for three years from the date of notice of decision.

Municipal Requirements

2. All municipal requirements, financial or otherwise, be met to the satisfaction of the Township (for example: servicing connections, cash-in-lieu of park dedication, property maintenance, compliance with zoning by-law provisions for structures).

Survey/Reference Plan

- 3. Provide to the satisfaction of the County and the Township:
 - a) a survey showing the lot lines of the severed parcel and the location of any buildings thereon,
 - b) a reference plan based on the approved survey.

OR

- c) a registerable description of the severed parcel;
- d) a copy of an application for exemption from a reference plan; and
- e) a copy of an Order endorsed by the Land Registrar providing an exemption from the requirement for a reference plan for the severed parcel.

Zoning

4. Where a violation of any municipal zoning by-law is evident, the appropriate minor variance or rezoning be obtained to the satisfaction of the Township.

Sincerely,

Sarah Kurtz Planner

Malcolm Fletcher Student Planner



Report: MLE-2025-04

Township of Howick

Department: Development & Protective Services

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: Future of Municipal Law Enforcement in Howick

1. Recommendation:

That the Council of the Township of Howick receive report MLE-2024-04 for information purposes;

And further that Council provide direction to staff on the preferred delivery model for municipal law enforcement in the Township of Howick;

And further that Council direct staff to include all costs associated with the preferred delivery model in the 2026 operating budget for future discussion.

2. Purpose/Issues:

Staff were directed by Council at the November 18th Regular Council Meeting to present options for the future delivery of Municipal Law Enforcement services in Howick. This direction followed ongoing challenges in the enforcement of municipal by-laws, as well as significant public concern regarding current service levels.

This report outlines five potential service delivery models for Council's consideration. Pending Council's direction, Staff will prepare the associated financial impacts for inclusion in the 2026 operating budget, enabling further discussion and the selection of a preferred model for implementation in 2026.

3. Report Highlights:

- Council has received considerable public feedback regarding the delivery of municipal law enforcement in Howick.
- Staff have also had concerns regarding the delivery of services, and allocation of time towards municipal law enforcement.
- Staff have provided five options for Council for future service delivery:
 - Option 1: Hire a Full-Time Municipal Law Enforcement Officer (MLEO) on a two-year contract, with the option to extend or offer a permanent position.

• **Option 2:** Proceed with Option 1, but contract the position out to another municipality for up to eight (8) hours a week to recover some costs.

- **Option 3:** Contract a Full-Time Municipal Law Enforcement Officer (MLEO) through a contracted service provider.
- **Option 4:** Enter into a shared services agreement with a neighbouring municipality, for a Part-Time Municipal Law Enforcement Officer (MLEO).
- Option 5: Continue with the current arrangement where enforcement is handled by the Manager of Development and Protective Services / Fire Chief.
- Once a preferred method is chosen, Staff will prepare all associated costs and include them in the 2026 operating budget. Council can then make a final decision at a future meeting.

4. Background:

The Township of Howick has experienced a persistent and steadily growing volume of property standards, parking, animal control, and general by-law concerns for many years. While enforcement demands have increased gradually over the past couple of decades, the Township has never employed a dedicated full-time Municipal Law Enforcement Officer. Instead, Howick has relied on various part-time or combined-role arrangements—including shared service agreements and positions blended with other responsibilities such as the Fire Chief/By-law Officer model. Despite the best efforts of staff across these iterations, none of the historical approaches have been able to meet the community's enforcement needs, and the number and complexity of by-law issues continue to rise.

Public expectations have also increased significantly. Through multiple open forums, community engagement sessions, and informal feedback, residents have consistently expressed a desire for the Township to allocate more time, resources, and visibility toward municipal law enforcement. This trend is reflected regionally as well, with neighbouring municipalities either increasing their enforcement capacity or actively planning to do so. As enforcement responsibilities expand—particularly with respect to property standards, zoning, parking enforcement, and animal control—it is becoming clear that Howick must evaluate a more sustainable, structured, and responsive enforcement model to meet both current and future community needs.

Staff have prepared the following options for the future delivery of Municipal Law Enforcement services in Howick:

Option 1: Hire a Full-Time Municipal Law Enforcement Officer (MLEO) on a twoyear contract, with the option to extend or offer a permanent position.

This option involves hiring a full-time MLEO employed directly by the Township. Costs would include salary, benefits, initial outfitting (uniforms, PPE, investigative tools, etc.), and the purchase and equipping of a dedicated enforcement vehicle. This position would be advertised as a two-year contract position, allowing for Council and Staff to decide on the future of the position if the desired results are not achieved in that timeframe. If the desired results are achieved, Council may choose to extend the contract or offer a permanent position. Staff believes that a two-year contract will attract better candidates over a one-year contract, and will allow for more time to see the intended effects of the position on the community. Staff would seek a candidate with school in police foundations or enforcement, or with previous experience in a policing or enforcement position.

Pros:

- High level of control over service standards and priorities;
- Consistent availability and improved response times;
- Enhanced ability to conduct proactive enforcement;
- Strong alignment with Howick's regulatory environment and community priorities;
- Allowance for crossover between positions in the event of absence (i.e. MLEO dealing with an open-air burning complaint, or the Fire Chief dealing with a parking enforcement matter).

Cons:

- High initial cost and ongoing personnel obligations;
- Requirement for internal supervision, training, and administrative support.

Option 2: Proceed with Option 1, but contract the position out to another municipality for up to eight (8) hours a week to recover some costs.

This option includes all benefits, duties, and associated expenses identified under Option 1, with the added opportunity to offset a portion of the costs through a shared-service arrangement with a neighbouring municipality. Staff recommend that any shared-service commitment not exceed eight (8) hours per week unless otherwise approved by the Manager of Development and Protective Services / Fire Chief on a case-by-case basis. This approach ensures that the Township of Howick retains the controlling interest in the position and maintains priority access to Municipal Law Enforcement Officer (MLEO) services.

The Township of North Huron currently contracts Municipal Support Services (MSS) for one day per week of uniformed law enforcement coverage. North Huron has expressed interest in exploring a shared-service agreement with Howick as a potential alternative to their existing arrangement.

Pros:

- Opportunity to share and reduce overall costs with another municipality;
- Ability to enter into a shared-service arrangement while maintaining a controlling interest in the position;

 Flexibility to adjust allocation of service hours in future if enforcement needs in Howick change.

Cons:

- Position would not constitute a fully dedicated full-time MLEO for Howick;
- For North Huron specifically, MSS currently provides canine control services, which differ from Howick's enforcement model. Coordination with their pound service provider—and with Howick's canine control contractor—would be required to reconcile service differences.

Option 3: Contract a Full-Time Municipal Law Enforcement Officer (MLEO) through a contracted service provider.

This option would delegate all Municipal Law Enforcement functions to a private contractor or specialized enforcement firm. Several agencies, including Municipal Support Services (MSS), are available to provide comprehensive enforcement services, as well as a uniformed MLEO in a marked vehicle to the Township of Howick. While neighbouring municipalities have previously utilized contracted agencies, the results have varied. North Perth has since transitioned to an in-house enforcement model, and South Huron is currently utilizing Tenant Security as a contracted service, however per staff they are primarily focused on parking enforcement. Bluewater also utilizes Tenant Security but as of this report, staff have not spoken to them regarding their experience.

Should Council select this option, Staff recommend that the contracted agency assume full responsibility for all enforcement activities to ensure clarity of roles and service expectations. Engaging a contractor for only part-time enforcement support is not advised, as it may create operational challenges when coordinating enforcement actions with in-house staff and lead to public confusion regarding appropriate points of contact for reporting concerns.

Pros:

- No internal personnel management;
- Flexible contract structure that can be terminated at the will of Council;
- Little involvement from existing municipal staff.

Cons:

- Highest cost relative to service hours provided;
- Limited local presence and diminished community familiarity;
- Reduced ability to customize enforcement priorities;
- Generally viewed as the least desirable option for municipalities.

Option 4: Enter into a shared services agreement with a neighbouring municipality, for a Part-Time Municipal Law Enforcement Officer (MLEO).

This option would supplement Howick's existing internal capacity by obtaining contracted enforcement support from a neighbouring municipality. While contracting an agency part-time was not recommended for consistency reasons, contracting a full-time

MLEO from another municipality is neither practical nor cost-effective for the host municipality and is therefore not considered a viable option.

Part-time enforcement support would increase overall capacity without the full financial commitment associated with hiring a full-time employee; however, it would still require Howick to maintain an internal, combined-duty position. As with contracted agencies, this model presents the potential for public confusion due to multiple points of contact for enforcement matters. Additionally, residents may initially be uncertain when encountering a uniformed MLEO and a marked vehicle branded with another municipality's insignia, though this could be mitigated through targeted public education.

The Town of Minto has expressed interest in exploring a shared-service arrangement with Howick, following the dissolution of their agreement with Mapleton Township and their process to hire an in-house MLEO. Staff could continue discussions with Minto to better understand the potential structure, scope, and cost of such an agreement.

Pros:

- Provides additional enforcement coverage during peak demand periods;
- Potentially more cost-effective than Option 3;
- Enhances internal capacity while avoiding the commitment of a full-time hire;
- Allows for collaboration with neighbouring municipalities, potentially creating future opportunities.

Cons:

- Does not fully meet long-term enforcement needs;
- Internal staff would still be required to manage the majority of enforcement activities;
- Risk of public confusion regarding points of contact and the presence of an MLEO representing another municipality;
- Howick would not retain a controlling interest in the MLEO position, creating the risk that the agreement could be terminated by the partner municipality without sufficient time for Howick to implement an alternative enforcement model.

Option 5: Continue with the current arrangement where enforcement is handled by the Manager of Development and Protective Services / Fire Chief.

This option would maintain the current service delivery model with no changes. However, there are significant time-management challenges associated with the combined Fire Chief / Municipal Law Enforcement Officer role. The overall workload of these two positions has grown to a point where continuing to manage both— even without increasing enforcement levels— is no longer sustainable. I have reached the maximum allowable banked time for managers (80 hours), with the actual accumulated time likely closer to 120 hours. I have also been unable to take my four weeks of vacation or most of my personal and sick days, and I do not anticipate being able to do so before year-end, effectively forfeiting this time. Based on the trajectory of responsibilities in both portfolios, I am concerned this situation will repeat in 2026.

At present, municipal law enforcement is not as effective as it needs to be, and issues appear to be escalating more quickly than they are being resolved. The Township did hire an Operations Administrative Assistant this year to support the Chief Building Official, Manager of Recreation & Facilities, and myself; however, this position began only in October, which has not provided sufficient time to fully assess its impact. While this administrative support is necessary to maintain current service levels, it does not create the capacity required to expand or improve enforcement activities. In my view, additional staffing resources will be required if the Township wishes to meaningfully enhance municipal law enforcement.

Pros:

- Most cost-effective option;
- Requires no additional staff oversight;
- Familiar and established model with no change to public interaction.

Cons:

- Does not address existing operational or community concerns;
- Does not demonstrate a commitment to improving enforcement services;
- Likely to result in an increased backlog of enforcement files and delayed response times.

Other Considerations: Canine Control Services

The Township currently contracts R&R Animal Control of Minto to provide full-service canine control. R&R manages all aspects of the service, including call intake, pickup and transport, pound services, arranging veterinary care and grooming, euthanasia where necessary, rehoming efforts, and full cost recovery processes. Although this service represents a significant annual expenditure for the Township (\$20,000.00 budgeted in 2025), staff have been consistently pleased with the quality, responsiveness, and professionalism of R&R's work.

Eliminating R&R as the Township's pound service provider is not recommended. Doing so would once again leave Howick responsible for securing a suitable pound facility and coordinating all related services. While a potential housing location exists within the Township, it would serve only as a temporary holding site and would not replace the comprehensive services currently provided by R&R. The Township would still need to arrange for veterinary care, grooming, rehoming efforts, euthanasia when required, and full administrative cost recovery—services that R&R currently delivers as part of a seamless, turnkey operation. Reverting to a model where the Township must coordinate these functions independently would significantly increase administrative workload and operational risk, and would likely lead to higher overall costs compared to the existing arrangement.

Maintaining this agreement will be necessary under Options 3, 4, and 5. While contracted enforcement agencies such as Municipal Services Solutions (MSS) can

provide canine pickup, they do not offer pound services, meaning the Township would still require a separate agreement for housing and care once an animal is impounded. If enforcement services were delivered through a neighbouring municipality, canine control would likely remain a local responsibility. For example, the Municipality of Minto is currently served by R&R and it is not expected that they would extend canine control services to Howick as part of any shared enforcement arrangement.

Should Council choose to hire a full-time Municipal Law Enforcement Officer (MLEO), there may be opportunities to adjust the existing contract with R&R to achieve cost efficiencies. A Township-employed MLEO could be responsible for capturing and transporting dogs directly to the pound, reducing R&R's involvement in some aspects of the service. However, these tasks would still require a properly equipped municipal vehicle and would increase demands on the MLEO's time, meaning that overall costs would not be fully eliminated. In scenarios where the MLEO is contracted through another municipality, such as North Huron, existing canine control arrangements would also need to be factored in. For instance, MSS currently provides pickup and pound services for North Huron, with their pound facility located in Wingham. A contracted MLEO serving Howick would still need the ability to pick up and transport dogs, but Howick would not be responsible for North Huron's pound services.

Given the consistently high level of service provided by R&R and the operational complexities associated with alternative models, staff recommend that the Township maintain its current arrangement with R&R Animal Control, with the only potential refinement being the option for the Township to conduct dog pickups internally should Council choose to pursue Option 1.

5. Financial Implications:

Option 1:

- Salary of a full-time MLEO, plus benefits and other associated costs.
- Uniform allowance with a higher startup cost.
- Dedicated marked patrol vehicle (would explore a used police vehicle with a cage suitable for dog catching).
- Phone, desk, laptop computer.
- Increase in supply, training, and meeting budgets.
- Recommend an increase in legal and contracted services budgets to accommodate increase in enforcement.

Option 2:

• Same as Option 1, with the ability to recover some costs through the agreement.

Option 3:

- Annual agreement costs.
- Some supply costs, undetermined what the Township would have to provide.
- Recommend an increase in legal and contracted services budgets to accommodate increase in enforcement.

Public education costs to effectively advertise changes to service delivery.

Option 4:

- Annual agreement costs.
- Continued staff costs as in-house enforcement staff would still be required.
- Setup costs (likely to share in costs of purchasing a vehicle, equipment) unless already established in which case costs would be part of the agreement.
- Recommend an increase in legal and contracted services budgets to accommodate increase in enforcement.
- Public education costs to effectively advertise changes to service delivery.

Option 5:

Minimal change to costs.

6. Conclusion / Next Steps:

Staff are seeking Council's direction on the preferred approach to municipal law enforcement service delivery. Pending Council's feedback, staff will:

- Finalize cost estimates for Options 1–4;
- Conduct formal discussions with North Huron and Minto regarding availability, costs, and potential service agreements, depending on the option chosen;
- Conduct formal discussions with contracted service providers, and prepare an RFP for service delivery, depending on the option chosen;
- Prepare a detailed follow-up report with recommended implementation steps and budget impacts; and
- Incorporate Council's selected option into the 2026 operating budget.

Respectfully submitted by:

Josh Kestner – Manager of Development and Protective Services / Fire Chief



Township of Howick

Department: Public Works

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: 2026 Winter Road Maintenance and Sidewalk Clearing

Agreements with Trevor Tout Custom Dozing Inc.

1. Recommendation:

That the Council of the Township of Howick authorize the following two (2) Agreements:

- 1. 2026 Equipment Rental/Lease Agreement for 2005 Stirling Tandem Axle Snow Plow with Trevor Tout Custom Dozing Inc.
- 2. 2026 Sidewalk Snow Clearing Contract with Trevor Tout Custom Dozing Inc.

And That the Reeve and CAO/Clerk be authorized to execute said Agreement.

2. Purpose/Issues:

To obtain competitive contracts to complete winter road maintenance activities and sidewalk snow clearing duties as required in 2026.

3. Report Highlights:

- Trevor Tout Custom Dozing has completed winter maintenance and sidewalk snow clearing duties for Howick Township since 2017.
- Mr. Tout has proposed the enclosed increases in his daily rental rate, and hourly rate for the daily on-call rate, the hourly equipment rate and operator wage.
- The above-mentioned agreements are binding to the Corporation and therefore Council is required to authorize these contractors to perform winter maintenance duties during the winter months.

4. Background:

The Township does not have sidewalk snow clearing equipment required to maintain

Report: PW-2025-34

the sidewalks during the winter season. Each village management board budgets for sidewalk snow removal each winter season. Gorrie and Wroxeter each have contractors maintain pedestrian access to their main street sidewalks. Fordwich Village Management maintains the main sidewalk in the Village of Fordwich. Contractors are hired to meet the minimum maintenance standards and to apply the needed melting and abrasive material once sidewalks have been cleared of snow, ice or sleet.

5. Financial Implications:

The budget for winter sidewalk maintenance and required insurance are absorbed by the Wroxeter and Gorrie Village Management committees.

The 2026 Rate of Pay for sidewalk snow clearing for the locations listed in Schedule 'A' of the attached agreement will be as follows:

\$125.00 per hour

- \$40.00 per hour per operator
- \$85.00 per hour per piece of equipment

Hours will be calculated monthly and invoiced to the Township for approval by the Manager of Public Works.

6. Conclusion / Next Steps:

Staff have updated the 2026 contracts and are recommending Council's approval. By-law 56-2025 is listed for Council's consideration to adopt and execute the contracts.

7. Input from Other Sources:

Trevor Tout, Trevor Tout Custom Dozing Inc. Scott Price, Manager of Public Works

8. Attachments

Appendix A: 2026 Agreement of Equipment Rental/Lease for 2005 Stirling Tandem Axle Snow Plow

Appendix B: 2026 Sidewalk Snow Clearing Contract for the Village of Wroxeter

Respectfully submitted by: Caitlin Gillis, Chief Administrative Officer/Clerk

The Corporation of the Township of Howick Municipal Office

44816 Harriston Road, RR 1, Gorrie ON N0G 1X0 Tel: 519-335-3208 ex 5 Fax: 519-335-6208 www.howick.ca

Agreement of Equipment Rental/Lease

Made in duplicate this **9**th **day of December, 2025**, in the Village of Gorrie, Ontario

BETWEEN:

The Corporation of the Township of Howick

(Herein after called the Lessee)

AND

Trevor Tout Custom Dozing

(Herein after called the Lessor)

The Lessor and Lessee have mutually agreed as follows:

- 1. The Lessor hereby leases to the Lessee under the terms and conditions of this agreement including the Details of Equipment and the General Conditions which outline the details of the terms and the details of the equipment being leased the rental rates for said equipment and form an integral part of this agreement.
- 2. The Lessor shall deliver the equipment and/or have the equipment made available in good working order to the Lessee on January 1, 2026.
- 3. The Lessee declares that the Company or Agent carrying the insurance covering the equipment whilst in their possession in accordance with paragraph 9 of the General conditions will be:

Intact Public Entities 278 Pinebush Rd., Suite 200 Cambridge ON, N1T 1Z6

4. This agreement will be interpreted in accordance with any laws in the province of Ontario.

Details of Equipment

- Items of equipment 2005 Stirling Tandem Axle Snow Plow (VIN 2FZHAZCV05AH87455)
- 2. **To be used at or near** Villages of Gorrie, Fordwich and Wroxeter
- 3. Value of Equipment \$50,000
- 4. **Guaranteed rental period**: January 1, 2026 until April 1, 2026; December 1, 2026 to December 31, 2026.

5. **Rental rates:** \$140.00 per calendar day (from January 1 to April 1 and from December 1 to December 31, weather dependent) for being made available and \$80.00 per actual hour of use.

General Conditions

The Rental Period:

 The rental period shall commence on January 1, 2026 and shall cease on December 31, 2026, unless mutually agreed upon by both parties and shall be extended daily and not monthly. The rental will be on an as-needed basis during the above-mentioned time period, typically January 1 to April 1 and December 1 to December 31 annually.

Calculation of Rental Charges:

2. Rental rates shall be calculated daily on the Tandem Axle Snowplow for having the truck made available to the Lessee at a rate of \$140.00 per calendar day (from January 1 to April 1 and from December 1 to December 31) and \$80.00 per actual hour of use, which must be recorded and verified by the Operations Manager before payment.

Payment:

3. The hours of each piece of equipment shall be tabulated monthly and shall be made payable shortly thereafter. The Lessee shall make every effort to provide the Lessor with a cheque within the first two weeks following the end of the month

Transportation and Storage of Equipment:

4. The Lessee agrees to store the tandem dump truck at the Township shed located at 44816 Harriston Road and shall make every effort to store the tandem dump truck inside, however the Lessee offers no guarantees that this equipment will be stored inside. If the tandem dump truck must be stored outside, it shall be plugged in to make use of supplied block heater.

Restrictions as to Use

- 5. Lessee agrees to use the equipment only as instructed and within its rated capacity. Lessee agrees that the equipment shall not be operated:
- a) By any person under the age of 21 years.
- b) By any person not in possession of the permit or license required by any applicable law or ordinance.
- c) In any race or speed test contest.
- d) To propel or tow any vehicle.
- e) By any person under the influence of intoxicants or narcotics.
- f) For any illegal purpose.
- g) Recklessly as to speed or otherwise.
- h) Contrary to instructions governing its use.

Maintenance and Operation

6. The Lessee shall provide and pay at its own expense all fuel needed for the tandem snowplow truck. Furthermore, the Lessee shall provide the use of a hot water pressure washer and the use of any tools that the Lessee has at their disposal for maintenance or repairs of the tandem snowplow truck.

The Lessor agrees to provide and pay for at its own expense all oil, lubrication wear parts servicing and maintenance for each article of equipment including repairs parts, wear parts, supplies and labour.

The Lessor shall at its expense at all times during the terms hereof, maintain each article of equipment in good operating order both in repair and appearance.

It is understood and agreed that the Lessee shall cause the equipment to be operated only by competent employees.

Maintenance of the equipment shall include without limiting the generality of the foregoing all routine lubrication, oil changes and adjustments that are to be performed either as legislated and/or manufactures recommendations. The cost for this maintenance shall be borne by the Lessor.

Liability

7. The Lessee assumes all the risk and liability for the tandem snowplow truck for the use, operation, storage and damages for injury and death to persons and property howsoever arising therefrom and shall save and hold the Lessor harmless from any and all of the following: all claims and liens for storage, labour and materials and all loss of and damages to said equipment and all loss, damages claims, penalties, liability and expenses howsoever arising or incurred because of said equipment during the pendency of the lease thereof.

Title

The equipment shall at all times be and remain vested in the Lessor and nothing contained in this lease shall be deemed to have effect the of conferring upon the Lessee any right or title whatsoever, in or to the equipment other than that of a Lessee.

The Lessor shall give the Lessee immediate notice in any case where the equipment that is being leased has been levied upon or from any cause become liable for seizure.

Insurance

9. Lessee at its own expense shall carry adequate public liability insurance against bodily injury including death and against property damage, all such insurance to protect both the Lessor and Lessee and shall keep each item of equipment insured at the actual cash value at the time of the loss. All shall be in an amount consistent with all other equipment in the Lessees fleet. Such insurance shall be kept in effect for the entirety of the contract. The Lessee agrees to provide evidence of said insurance to the Lessor in a timely manner prior to the start date of January 1, 2026.

The Lessee and Lessor are in agreement that in the event of a claim that the Lessee or one of employees are the only body with permission to speak with an adjuster. In the event of a claim the Lessee agrees to share any and all information that has been discussed either in writing or verbally with the Lessor in a timely manner.

The Lessee and Lessor agree that in the event of a claim that the Lessor shall be responsible for the first \$5,000.00 of any deductible and any Harmonized Sales Tax (HST) and the Lessee will pay the remainder of the deductible and HST the may be owing as part of the claim.

Proof of Insurance

10. The Lessee agrees to provide proof of insurance from their insurance provider on or before commencement of the lease. The equipment shall be insured under the Lessees policy from January 1 to December 31, 2026, unless extend in which case proof or insurance will be provided at that time. The Lessor further agrees to provide proof of insurance at the end of lease for all equipment listed in this lease agreement either by December 31, 2026 or the last day of the contract extension.

CVOR and Other Safety Requirement

11. The Lessee and Lessor agree that the tandem axle dump truck, while in use by the Lessee, shall be operated under the Lessee's Commercial Vehicle Operators Registration (CVOR) and a copy of the Lessee's CVOR shall be kept in the tandem axle dump truck at all times. The Lessee and Lessor further agree that any infraction while working under the Lessee shall impact the Lessees CVOR and not the Lessor.

The Lessor further agrees that the tandem axle dump truck shall be delivered with a valid safety that has been completed be a competent mechanic and a valid licensing sticker for the duration of the lease agreement.

Possession

12. The Lessor and Lessee agree that the tandem axle dump truck shall be used solely by the Lessee or one of its employees or contractors for the lessee's business and no subletting shall be permitted.

In witness whereof the parties hereto agree have executed this agreement of lease on the herein first written

By: Trevor Tout Custom Dozing

Name of Firm or Individual (Hereafter referred to as "The Lessor"

Address: 43739 Harriston Road, Gorrie, ON N0G 1X0

	Lessor
Trevor Tout	Affix
Name of Authorized Person Signing for Firm	Corporate Seal
Signature	
The Township of Howick	
	Lessee
	Affix
Reeve, Doug Harding	Corporate Seal
CAO/Clerk Caitlin Gillis	

THIS AGREEMENT made in triplicate this 9th day of December, 2025.

BETWEEN:

THE CORPORATION OF THE TOWNSHIP OF HOWICK

Hereinafter called the "Township" of the first part

AND

TREVOR TOUT CUSTOM DOZING

Hereinafter called the "Contractor" of the second part

WHEREAS the Township requires snow clearing activities on approximately 1050m of public sidewalks located within the Village of Wroxeter, Ontario;

AND WHEREAS the Township requires the Contractor to provide snow clearing services to the public sidewalks identified in **Schedule 'A'**.

AND WHEREAS the Contractor is agreeable to performing the snow removal services for the public sidewalks identified in **Schedule 'A'**

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of other good and valuable consideration and the sum of One Dollar (\$1.00) of lawful money of Canada, now paid by each of the parties hereto to each of the other parties hereto, (the receipt whereof is hereby acknowledged), the parties hereto hereby covenant, promise and agree with each other as follows:

WINTER MAINTENANCE

During the time period that customarily may require snow and ice removal (typically January 1^{st} to April 1^{st} and December $1^{st} - 31^{st}$) for the duration of this agreement, the Contractor will remove snow and ice, and apply salt and sand as needed from the areas outlined in **Schedule** 'A' to the satisfaction of the Manager of Public Works of the Township of Howick for the price agreed upon in **Schedule** 'B'. The term can be extended as mutually agreed upon by both parties based on weather.

INSURANCE

The Township of Howick will add the Contractor to the Township's liability insurance policy as an additional insured for coverage while completing sidewalk snow clearing services on behalf of the Township of Howick and agrees to pay all premiums related to increased insurance costs. The Township assumes risk and liability for the skid steer and lawn tractor provided by the Contractor only during operation on behalf of the Township of Howick.

PROOF OF INSURANCE

The Township agrees to provide proof of insurance coverage from their insurance provider to the Contractor.

TERM OF AGREEMENT

This Agreement will be valid for the period of January 1, 2026, until December 1, 2026, unless mutually agreed upon by both parties to be extended due to weather conditions. The Agreement will be reviewed annually on or before December 31st.

SECTION 11 – SIGNATURES

(THE CONTRACTOR

THIS AGREEMENT shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, successors, and assigns.

IN WITNESS WHEREOF the parties hereto have executed this Agreement. SIGNED, SEALED AND DELIVERED this 9th day of December, 2025.

Trevor Tout, Owner, Trevor Tout Custom Dozing
Contractor's Address: 43739 Harriston Road Gorrie, ON N0G 1X0
Contractor's Telephone: <u>519-291-8434</u>
Contractor's Email: ttcdozing@gmail.com
(THE CORPORATION OF THE (TOWNSHIP OF HOWICK (
(Reeve Doug Harding (
(CAO/Clerk Caitlin Gillis (We have authority to bind the Corporation

SCHEDULE 'A' OF AGREEMENT

Approximately 1050m of sidewalks requiring snow clearing located within the Village of Wroxeter, Ontario:

Sidewalk Location	Starting Intersection	Ending Intersection
Main Street	Marietta Street	Ann Street
Centre Street	Ann Street	Mill Street
Water Street	Mill Street	Gibson Street



SCHEDULE 'B' OF AGREEMENT

RATE OF PAY FOR SIDEWALK SNOW CLEARING

RATE OF PAY:

Rate of Pay for sidewalk snow clearing for all of the locations listed in **Schedule 'A'** as required and to the satisfaction of the Township of Howick Manager of Public Works:

- \$125.00 per hour, per piece of equipment
 - o \$40.00 per hour per operator
 - o \$85.00 per hour per skid steer
 - o \$85.00 per hour per lawn tractor

PAYMENT:

The hours of each piece of equipment shall be tabulated monthly and shall be made payable shortly thereafter. The Township shall make every effor to provide the Contractor with a cheque within the first two weeks following the end of each month.



Township of Howick

Department: Public Works

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: Solid Waste Services Agreement

1. Recommendation:

That the Council of the Township of Howick approve the Solid Waste Services Agreement between Waste Management of Canada and the Corporation of the Township of Howick;

And That Council authorize the Reeve and CAO/Clerk to execute said agreement on behalf of the organization.

2. Purpose/Issues:

To enter into a Solid Waste Services Agreement with Waste Management of Canada for a five-year term beginning January 1, 2026.

3. Background:

The Township is currently under contract with Waste Management for curbside household waste and recycling pickup. Pickup is alternated every Monday, with the west and east halves of the Township receiving waste and recycling pickup on alternate weeks. The current garbage bag tag program will continue in 2026 until new automated dual waste/recycling collection trucks are received by Waste Management. At that time, curbside waste and recycling carts will be delivered and distributed to all residences in Howick Township. Waste Management will take direction from the Township on how many units or properties will receive curbside waste carts.

With Circular Materials Ontario taking full responsibility for all recycling collection responsibilities in 2026, all properties considered to be Industrial, Commercial or Institutional (ICI) and any multi-residential buildings with more than 4 units will no longer receive curbside recycling services. They will need to make arrangements for commercial front load recycling bins and arrange for collection directly with Waste Management.

4. Financial Implications:

Report: PW-2025-35

Staff are recommending that the carts be owned by Waste Management of Canada instead of being purchased by the Township.

Curbside Garbage Collection of 64 Gallon Carts will cost \$90,955.80 + applicable HST for 2026 for 1495 households. The five-year contract includes an annual 5% rate increase.

Year	Cost (plus HST)
2026	\$90,955.80
2027	\$95,503.59
2028	\$100,278.77
2029	\$105,292.71
2030	\$110,557.34

Additional fees are included in Exhibit A of the enclosed Agreement.

6. Conclusion / Next Steps:

Public Education will begin in the new year for the waste and recycling carts that are expected to be delivered in Q3 2026 once the new collection trucks are received by Waste Management. By-law 60-2025 is listed for Council's consideration to enter into the Agreement with Waste Management of Canada.

7. Input from Other Sources:

Scott Price, Manager of Public Works
Amy Van Meeteren, Treasurer/Manager of Finance

8. Attachments:

Appendix A: Solid Waste Services Agreement with Waste Management of Canada

Respectfully submitted by: Caitlin Gillis, Chief Administrative Officer/Clerk

SOLID WASTE SERVICES AGREEMENT

THIS SOLID WASTE SERVICES AGREEMENT ("Agreement") is made this **9**th **day of December 2025** (the "Effective Date") by and between WASTE MANAGEMENT OF CANADA CORPORATION, a corporation organized and existing under the laws of the province of Nova Scotia (hereafter "Company"), and the CORPORATION OF THE TOWNSHIP OF HOWICK, a municipal corporation created under the laws of Ontario (hereafter "Township") (Company and Township each a "Party" and collectively the "Parties").

Cu

WHEREAS, Township desires to provide its residents with collection of solid waste; and WHEREAS, Company and its affiliates have extensive experience in providing such services; and WHEREAS, Township wants to contract with the Company for such services in accordance with the terms and conditions contained herein.

NOW THEREFORE, for and in consideration of the mutual promises and covenants contained herein, the receipt and sufficiency of which are hereby acknowledged, and intending to be legally bound, Company and Township agree as follows:

1. **DEFINITIONS**

- a) "Applicable Law" means any law, regulation, requirement, or order of any federal, provincial or local agency, court or other domestic or foreign governmental body, or interpretation thereof by any court or administrative agency of competent jurisdiction, and requirements of all permits, licenses, and governmental approvals applicable to this Agreement.
- b) "Cart" means a watertight heavy plastic receptacle with a rated capacity of approximately sixty-four (64) gallons for waste, having a hinged, tight-fitting lid, and two (2) wheels.
- c) "Collection Service(s)" means the process by which Solid Waste is removed from Residential Premises and subsequently disposed.
- d) "Confidential Information" means this Agreement; information disclosed to Company in relation to the Municipal Property Assessment Corporation; information relating to Disclosing Party or its affiliates; information relating to Disclosing Party or its affiliates' business, pricing, or any other information prepared or provided by Disclosing Party in relation to this Agreement, and any of Disclosing Party or its affiliates' documentation or data, which to the

- extent previously, presently, or subsequently disclosed to Receiving Party.
- e) "Container" means Cart.
- f) "Contamination" refers to materials placed in a Container other than Municipal Solid Waste.
- g) "CPI" means the Consumer Price Index, all-items Ontario, as published by Statistics Canada.
- h) "**Disclosing Party**" means a Party to this Agreement, who is disclosing Confidential Information to a Receiving Party.
- i) "**Dwelling Unit**" means any individual living unit that includes a kitchen, and a room or suite of rooms, and is designed or occupied as separate living quarters for an individual or group of individuals. However, Dwelling Unit does not include a hotel or motel unit.
- j) "Overage" is defined as (i) Waste exceeding its Container's intended capacity such that the lid is lifted (or would be lifted if lowered) or (ii) Waste placed on top of or in the immediate vicinity of the Container, in bags or otherwise.
- k) "**Premises**" means any parcel of real-estate property in the Service Area where Solid Waste is generated or accumulated.
- 1) "Rates" means the fees to be charged by Company to Township, and paid by Township to Company, for the Collection Services and other services provided by Company and included on Exhibit "A" attached hereto, as such may be adjusted from time to time.
- m) "Receiving Party" is a Party to this Agreement, who is receiving Confidential Information from another Party to this Agreement.
- n) "Recyclables" means the materials defined as blue box material under the Province of Ontario.
- o) "**Refuse**" means Solid Waste that is set out for collection and disposal pursuant to this Agreement. Refuse does not include Recyclables or Unacceptable Waste.
- p) "Residential Premises" means a Single-Family Premises or Multi-Family Complex.
- q) "Service Area" means (i) the entire territory included within the Township limits as of the Effective Date of this Agreement; and (ii) such additional area as may thereafter become included with the Township limits from time to time due to annexation, incorporation or other means, but only from and after the time as the Company is able to provide collection services in such additional area and has reached agreement with the Township as to the rates for services, and except to the extent providing such services may be otherwise prohibited by law.
- r) "Service Recipient" means an owner or occupant of a Residential Premises.
- s) "Solid Waste" means all putrescible and non-putrescible solid, semi-solid, and liquid wastes that

are generated or coming to exist in the Service Area, excluding Unacceptable Waste.

- t) "Unacceptable Waste" means any waste tires, radioactive, volatile, corrosive, flammable, explosive, biomedical, infectious, bio-hazardous, regulated medical or hazardous waste, toxic substance or material, as defined by, characterized, or listed under applicable federal, provincial, or local laws or regulations, any materials containing information protected by federal, state or local privacy and security laws or regulations (unless tendered to Company pursuant to a separate agreement), or any material the acceptance or handling of which would cause a violation of any Applicable Law, damage to Company's equipment of facilities, or present an endangerment to the health or safety of the public or Company's employees. Title to and liability for Unacceptable Waste shall remain with the generator at all times.
- **2. TERM.** The Term of this Agreement shall be for five (5) years commencing on January 1, 2026 (the "Commencement Date") and expiring December 31, 2031, with an additional 5-year mutual renewal option. Further extensions of one (1) year are available, unless either Party gives the other at least six (6) months' advance written notice of the intention to terminate the Agreement at the end of the then-current term.

3. EXCLUSIVE RIGHT.

- **a.** The Township does hereby grant to Company and shall have the exclusive duty, right and privilege to provide Collection Services at Residential Premises in the Service Area. Subject to Section 3(b) below, all Residential Premises within the Service Area shall be required by Township to utilize the Collection Services of Company as provided herein.
- **b.** Notwithstanding the above, nothing in this Agreement shall prevent any owner, occupant or tenant of a Residential Premises from personally handling, hauling, or transporting Solid Waste generated by or from such Premises for purposes of disposing of the same at an authorized disposal area or transfer station.

4. <u>COLLECTION SERVICES</u>.

a. Service. The Company will be required to pick up refuse from the street, curb, or other locations on public or private property that is accessible by its collection vehicle. Containers shall be returned to the position from which the Company received it. Collection on Township

side roads and concessions will be single sided collection. Service will be provided every week on Mondays on alternative weeks: week one includes the West side; Week two includes East side.

b. Inaccessible Areas. Alternative service provisions will be provided where roads are not accessible, currently known as transfer locations. Frontload bin services will be provided upon mutual review and acceptance by both parties. Households associated with these inaccessible areas may be provided frontload steel bins, with the number and size of bins determined based on the number of units attached to each area. If frontload bins are applied, the accompanying units will be removed from curbside cart billing, and frontload service billing will apply in its place as set forth in Exhibit "A".

c. Containers.

- i. Company shall provide eligible Premises and approved business with one 64-gallon (240 litre) Cart for Refuse when Automated Sideload Truck is available, estimated to be in 2026. Additional Carts will be available for a fee as set forth in Exhibit "A". Company will own all Containers provided to the Township hereunder, unless purchased by the Township, and the Township shall allow Company to retrieve all Company Containers at the termination or expiration of this Agreement.
- ii. Company shall replace any Container that becomes damaged or destroyed during the provision of the Collection Services, or that becomes unusable due to ordinary wear and tear; Company may charge a replacement fee and delivery fee as set forth in Exhibit "A". However, if a Container in the possession of a Service Recipient is lost, stolen, damaged, or destroyed through no fault of Company, the Township shall be responsible to compensate Company the fair market value for the replacement or repair of such Container. Service Recipients will be responsible for maintaining the cleanliness of Containers, although the Township may request a Container exchange for the fee set forth in Exhibit "A". Service Recipients may not, itself or through a third party, mechanically compact materials placed in Company-provided Containers.
- d. Collection Location, Frequency and Time. Refuse shall be collected from the curbside every other week. Collections shall occur during ordinary hours but in no instance earlier than 7 a.m. Refuse shall be collected at a frequency and from locations determined by Company and the Township.

e. Contamination; Overage.

- i. During the period beginning on the Commencement Date and ending sixty (60) days later (the "Roll-Out Period"), Company shall provide information designed to minimize instances of Contamination and Overage. Where the Company documents that a particular Service Recipient has Contamination or Overage, Company shall collect the offending Container (where it can be done safely and excluding material laying on ground) and provide an electronic notice to the Township with the following information (a "Violation Notice"):
 - Date of the offense;
 - Description of the offense;
 - If available, a photograph or video (or link to photograph or video);
 - A description of the materials that are appropriate for collection in said Container and a link to view online.

During the Roll-Out Period, Company shall not impose a Contamination or Overage Charge.

- ii. Company may opt to not collect Overage, unless caused by Company spillage of nonoverloaded Containers during collection; in such event, the Township may correct the
 Overage and request that Company return to service the Container. Alternatively,
 Company may collect the Container with Overage if it can safely do so. In either case, the
 Company shall provide a Violation Notice where such electronic contact information has
 been provided. If there have been more than three instances of Overage in any twelve (12)
 month period for a particular service, Company may request Township to communicate
 violation on its behalf which may result in no collection. 's request (i.e., Additional
 Container) to mitigate the Overage, and may increase the charges to the Township
 according to the increased service level.
- **f. Overweight Containers.** The Company may refuse to collect any Refuse which the Company reasonably believes to be overweight. A Container shall be considered "overweight" if the total weight of the Container and contents exceeds two times the volume capacity of said Container (e.g., 200 pounds for a 64-gallon Cart). The Company shall provide notification to the Township regarding each instance of non-collection.

- g. Disposal. Company shall dispose or arrange to dispose of the Refuse collected under this Agreement only at solid waste disposal facilities that are licensed and permitted to accept such solid waste.
- **h. Holiday Schedule.** The following days shall be designated holidays on which the Collection Services shall not be provided: New Year's Day and Christmas Day.
- **i. Special Services.** From time to time, the Township may request performance of special services, for which a rate is not provided in Exhibit "A". Company shall make good faith efforts to provide the requested service at a reasonable rate negotiated with the Township.
- **j.** Compliance with Laws. The Collection Services shall be performed in accordance with Applicable Law.
- **k. Personnel and Equipment.** The Collection Services shall be performed by properly trained and licensed personnel in adequate numbers and with adequate vehicles to complete the Collection Services in a safe and timely manner.
- **l. Supervision.** Company shall provide competent supervision in charge of working crews at all times while providing the Collection Service.
- m. Missed Pick-Ups and Complaints. All Refuse Containers scheduled for collection, must be placed at the curb or other designated location and ready for pick-up before 7:00 a.m. on the collection day; any Containers not collected because they are not at the curb or other designated location on time shall not be considered a missed pick-up. All complaints as to Company's provision of the Collection Services, including alleged missed pick-ups, shall be given prompt and courteous attention. Company shall attempt to resolve all complaints promptly and shall cure all missed pick-ups that are a result of Uncontrollable Circumstances within one (1) week, conditions permitting. Company shall attempt to resolve all complaints promptly and shall cure all missed pick-ups that are not the result of Uncontrollable Circumstances within one workday, conditions permitting.
- n. New or Enhanced Diversion Programs. In the event any federal, provincial, or local law or regulation is adopted or becomes effective after the date of this Agreement which imposes upon Township or Company a requirement for the implementation of any source separated program for the collection of any waste material not already covered by this Agreement, increases Township's diversion requirement under Applicable Law, changes the methods for obtaining or measuring compliance with diversion requirements, Company shall design and

present a program to Township to comply with such new laws or regulations. Before any such changed services are implemented, Company and Township shall meet and confer in good faith to determine a fair and reasonable adjustment to the maximum rates set forth in Exhibit "A" in order to compensate Company for implementing said changed services.

o. Natural Disasters. Company will use commercially reasonable efforts to assist Township, at the Township's request, with emergency collection service in the event of major disaster, such as an earthquake, storm, riot or civil disturbance, by providing equipment and drivers based on negotiated services and rates between Township and Company. Township is not required to utilize the services of Company. In addition, where the disaster results in the loss of Service Recipient containers, Company shall replace the containers, and Township shall reimburse Company for the cost of replacement.

5. Service Infractions.

In case the Company fails to perform the work in accordance with the terms specified in this contract, including completion of routes and services, the company shall be assessed infraction charges as outlined in the following:

#	Infraction Description	Infraction Charge
1	Failure to complete collection at each dwelling unit in controllable situations. If the Contractor returns to complete Collection on an alternate day within the week, no damages shall apply. Infraction resets after each 6 months.	1st occurrence: Written warning 2nd occurrence: \$200 3rd occurrence: \$300 4th and Subsequent: \$500
2	Recurring misses (more than three times in a six (6) month period) to units, roads or areas as a result of Contractor error and not as a result of actions outside the Contractors control.	Per occurrence: \$300

6. BILLING.

The Township shall compensate the Company monthly for Collection Services, in a total amount based upon the service charges for Collection Services, as they may be adjusted from time to time, and any applicable additional charges, as provided in Exhibit "A".

In calculating such monthly compensation to the Company, the applicable per unit rates shall be multiplied by the number of Service Recipients. The aggregate number of such Service Recipients is currently estimated by the Township to be as follows as of the effective date of this Agreement: 1495 residential units. The Township shall provide an updated unit count monthly within ten (10) days of the end of each calendar month.

7. SERVICE RATES.

- **a.** <u>Service Rate Schedule</u>. Company shall provide the Collection Services for the rates set forth in Exhibit "A" (the "Rates"), as the same may be adjusted in accordance with this Section 6.
- **b.** Annual Adjustment to Rates. Commencing on the date which is one (1) year after the Commencement Date, and on the same date annually thereafter (the "Adjustment Date"), the Rates shall be increased by five percent (5%) to the then-current Rates.
- **c.** Extraordinary Adjustments. In addition to the annual adjustment provided by subsection (b) above, the Rates shall, upon written request of Company, be further adjusted to fully capture increased expenses and lost revenue associated with performance of the Collection Services hereunder due to any one or more of the following causes:
 - i. Uncontrollable Circumstance (see Section 12);
 - ii. Changes in Applicable Law that is effective after the Effective Date of this Agreement;
 - iii. Increase in surcharges, fees, assessments or taxes levied by federal, provincial or local regulatory authorities or other governmental entities related to the Collection Services;
 - iv. Changes in baseline assumptions, such as changes in volumes collected and changes in the amount of container contamination;
 - v. Increase in the cost of transportation, including fuel and third-party transportation costs;
 - vi. Any other extraordinary circumstances or causes or reasons that are not within the reasonable control of Company.
- **d.** If Company requests a Rate adjustment pursuant to Section 6(c), it shall prepare a Rate adjustment request setting forth its calculations of the increased costs and accompanying adjustment to the Rates necessary to offset such increased costs. The Township may request

documentation and data reasonably necessary to evaluate such request by Company, and may retain, at its own expense, an independent third party to audit and review such documentation and request. If such third party is retained, the Township shall take reasonable steps, consistent with Applicable Law, to protect the confidential or proprietary nature of any data or information supplied by Company. The Township shall approve all properly calculated Rate adjustments within ninety (90) days of Company's request, and the adjusted Rates shall be deemed to take effect as of the date of Company's request.

8. DEFAULT AND TERMINATION

Except as otherwise provided in Section 12 (Force Majeure), the failure of either Party to perform a material obligation under this Agreement shall be considered a breach of this Agreement, and the breaching Party shall be in default. In the event of default, the non-defaulting Party shall give written notice to the other Party of the default, and the defaulting Party shall have: (i) ten (10) days from the receipt of the notice to cure any failure to pay money under this Agreement, or (ii) thirty (30) days from the receipt of the notice to cure any other default under this Agreement; provided, however, if the particular default is not reasonably capable of being cured within 30 days, then the defaulting Party will have such number of days to cure as is reasonable under the circumstances. If the defaulting Party fails to cure the breach within the allotted time, the non-defaulting Party may, at its option, immediately terminate the Agreement by written notice to the defaulting Party. In the event of a default, the defaulting Party agrees to pay all damages caused by said default, to include, without limitation reasonable legal fees and costs associated with enforcement of this Agreement. Under no circumstances shall either Party be liable for any loss of profits, loss of savings, loss of contracts, or any consequential, indirect, punitive or special damages for any alleged default under this Agreement. The exclusions and limitations of liability set forth herein shall apply irrespective of the nature or cause of action and shall accordingly apply in the event of breach of contract, tort (including negligence), equity, and any other cause of action, whether arising statutorily or otherwise at law.

9. <u>INDEPENDENT CONTRACTOR</u>

Company shall perform the Collection Services as an independent contractor. Company, its officers, employees, agents, contractors or subcontractors, are not and shall not be considered employees,

agents or servants of the Township for any purpose whatsoever under this Agreement or otherwise. Company at all times shall have exclusive control of the performance of the Collection Services. Nothing in this Agreement shall be construed to give Township any right or duty to supervise or control Company, its officers, employees, agents, contractors, or subcontractors, or to determine the manner in which Company shall perform its obligations under the Agreement.

10. INSURANCE

Company shall maintain at its own cost and expense the following minimum limits of occurrence-based insurance during the term of this Agreement:

	Type	<u>Amount</u>
a.	Employer's Liability	\$5million
b.	Commercial General Liability	\$5million per occurrence
c.	Automobile Liability	\$5million

The Township, its elected and appointed officials and employees, shall be included as additional insured parties under the CGL, Automobile and Excess/Umbrella coverages. Prior to commencement of the Collection Services, Company shall deliver to Township certificate(s) of insurance evidencing the required coverages. The certificate(s) shall require at least ten days' notice to the Township before cancellation of any such Company policy.

11. OCCUPATIONAL HEALTH AND SAFETY POLICY

The Company accepts and agrees to comply with the Township's Contractor Safety and Due Diligence Policy, the provisions of which are incorporated in this Agreement.

12. FORCE MAJEURE

Except for the failure to make payment when due, neither Party shall be in default for its failure to perform or delay in performance caused by an Uncontrollable Circumstance, and the affected Party shall be excused from performance during the occurrence of such events. For purposes of this Agreement, "Uncontrollable Circumstances" means any act of terrorism, act of God, landslides, lightning, forest fires, storms, floods, typhoons, hurricanes, severe weather, freezing, earthquakes, volcanic eruptions, other natural disasters or the imminent threat of such natural disasters, pandemics or epidemics, industry-wide labour or equipment shortages, quarantines, civil disturbances, acts of

the public enemy, wars, blockades, public riots, labour unrest (e.g., strikes, lockouts, or other labour disturbances), acts of domestic or foreign governments or governmental restraint or other causes, whether of the kind enumerated or otherwise, and whether foreseeable or unforeseeable, that are not reasonably within the control of a Party.

13. MISCELLANEOUS PROVISIONS.

a. Confidentiality:

- i. The Parties shall maintain confidentiality of Disclosing Party's Confidential Information using the same standard used to protect its Confidential Information, which shall not be any less than that which a reasonable person placed in the same circumstances would use. This includes implementing and maintaining appropriate security measures to safeguard Disclosing Party's Confidential Information. Receiving Party shall ensure that its employees, agents and consultants maintain the confidentiality of all Disclosing Party's Confidential Information and information related to this Agreement or the proposed activities set out herein and shall not communicate such Confidential Information or information related to this Agreement or the proposed activities set out herein to any third party without the prior written consent of Disclosing Party. Notwithstanding the foregoing, Township agrees that Company is entitled to disclose Confidential Information to its affiliates for the purposes of administering this Agreement.
- **ii.** Confidential Information received from Disclosing Party shall be used solely for the purposes of administering this Agreement and for no other purposes.
- iii. Township confirms that it was entitled to disclose to Company Municipal Property Assessment Corporation information, and Company agrees that such Municipal Property Assessment Corporation information shall be used solely for the purposes of providing Collection Services further to this Agreement, and for no other purpose.
- iv. Upon a request by Disclosing Party, Receiving Party will turn over to Disclosing Party or destroy all Confidential Information of Disclosing Party and all documents or media containing any such Confidential Information and any and all copies or extracts thereof except with respect to Confidential Information residing on any disaster recovery or business continuity or archiving systems of Receiving Party or which is subject to legal or

litigation holds, and such Confidential Information shall continue to be governed by this Agreement until destroyed.

v. The obligations regarding confidentiality shall survive for five (5) years following

termination or expiration, as applicable, of this Agreement.

A. This Agreement shall be binding on and shall inure to the benefit of the Parties hereto and

their respective successors and assigns.

B. This Agreement shall be construed in accordance with the laws of the Province of Ontario,

and the applicable federal laws of Canada.

C. All written notification required by this Agreement shall be effective upon receipt and

delivered by Certified Mail, Return Receipt Requested, overnight delivery by a

recognized overnight delivery service, or by hand delivery to the Party's address below:

If to Company: 200 Sligo Rd. W

Mount Forest, ON NOG 2L1 Attn: Senior District Manager

If to Township: 44816 Harriston Road,

Gorrie ON N0G1Z0

Attn: Public Works Manager

b. If any provision of this Agreement is declared invalid or unenforceable, then such provision shall

be severed from and shall not affect the remainder of this Agreement; however, the Parties shall

amend this Agreement to give effect, to the maximum extent allowed, to the intent and meaning

of the severed provision.

c. In the event either Party successfully enforces its rights against the other hereunder, the other

Party shall be required to pay the prevailing Party's legal fees and court costs.

d. Company's rights and obligations under this Agreement may not be assigned without the prior

written approval of the Township, which shall not be withheld unreasonably nor required with

respect to an assignment to an affiliate of Company.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties have executed this Agreement, and it is effective as of the Effective Date above.

WASTE MANAGEMENT OF CANADA CORPORATION

By:	
Name:	
Title:	
Signature:	
CORPORATION OF THE TOWNSHIP OF H	HOWICK
By:	
Name: Doug Harding	
Title: Reeve	
Signature:	
We have the authority to bind the corporation.	
By:	
Name: Caitlin Gillis	
Title: Chief Administrative Officer/Clerk	
Signature:	

EXHIBIT A COMPANY RATES

Item	Description	Units	Unit Rate per month	Total Per Month	Total per Year
	Curbside Garbage Collection Year 1			¢	
1	64 Gallon Carts	1495	\$5.07	7,579.65	\$ 90,955.80
	Curbside Garbage		40101	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	+ 23,22233
	Collection Year 1			\$	
2	95 Gallon Carts	1495	\$5.15	7,699.25	\$ 92,391.00

Frontload Waste Bin Unit Rates, including disposal

Frontload bins	Rate p	er service
2 yard	\$	23.10
4 yard	\$	34.65
6 yard	\$	51.45
8 yard	\$	63.00

Frontload Recycling Bin Unit Rates for Non-Eligible, including processing

Frontload bins	Rate p	er service
2 yard	\$	32.00
4 yard	\$	36.00
6 yard	\$	40.00

2025 Contingency Supplemental Rates

- Replacement Carts: \$100 per unit plus \$100 delivery
- Special Collection Services (i.e. Bulk): \$180 per hour
- Waste disposal \$105 per Metric Tonne if redirect to WM transfer/Landfill



Township of Howick

Department: Administration/Clerk

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: Grass Maintenance Agreement with Maitland Valley

Conservation Authority

1. Recommendation:

That the Council of the Township of Howick enter into a maintenance agreement with Maitland Valley Conservation Authority for part of the Gorrie Conservation Area for the period of April 1, 2026 to October 31, 2029.

And That Council authorize the Reeve and CAO/Clerk to sign and execute the agreement.

2. Purpose/Issues:

To enter into a maintenance agreement with Maitland Valley Conservation Authority for grass cutting and trimming on the north side of the Gorrie Conservation Area property.

3. Report Highlights:

• Maitland Valley Conservation Authority submitted the attached maintenance agreement for Howick's consideration.

4. Background:

Gorrie residents submitted a petition at the September 30, 2025 Council meeting requesting that the Township of Howick assume responsibility for the Gorrie Conservation Area property. The petition was also presented to the Maitland Valley Conservation Authority (MVCA) Board meeting on October 15, 2025.

A letter to the Township of Howick from the Chair of the MVCA Board was received on October 22, 2025 stating that no members of the Board were interested in selling the Gorrie Conservation Area property. The Board's intention is to continue naturalization of the south side of the property while Howick Township would take over grass cutting and

Report: ADM-2025-25

December 9, 2025 **Report:** ADM-2025-25

trimming on the north side of the property through the execution of the provided maintenance agreement.

5. Financial Implications:

Costs to maintain the north side of the property will be included in the Recreation Department's 2026 grass cutting budget. Previous costs to maintain the North side of the Gorrie Conservation Area property were approximately \$3000-\$3500 annually.

6. Conclusion / Next Steps:

By-law 57-2025 is listed for Council's consideration to enter into a maintenance agreement with MVCA for grass cutting and trimming on the North side of the Gorrie Conservation Area property.

7. Input from Other Sources:

Maitland Valley Conservation Authority Board

8. Attachments:

Appendix A: Gorrie Conservation Area Maintenance Agreement

Respectfully submitted by: Caitlin Gillis, Chief Administrative Officer/Clerk



GORRIE CONSERVATION AREA

		MAINTENANCE A	_				
		THIS AGREEMENT made this	day of	, 2025			
BETWEEN: MAITLAND VALLEY CONSERVATION AUTHORITY hereinafter called the "Authority"							
		and					
		TOWNSHIP OI hereinafter called t					
Lots 14	4, 61, 105 Con 8; I	rity owns and manages a 68 acre proper Part Lots 5 to 9 Riverbed ,Village of Gourposes of environmental protection and	orrie, Township o	f Howick, known as the Gorrie			
		Township is desirous of maintaining part the Authority in accordance with the		Conservation Area property identified ons of this agreement.	in		
	greement witnesses follows:	eth that the Authority and the Townshi	p in mutual consid	deration herein contained, agree with each	:h		
1)	of grass cutting a	and trimming by Township staff and/or and approximal are approximately and approximately approximately and approximately a	a contractor hired	Gorrie Conservation Area for the purpose by the Township on those lands identified side along the entirety of the Township of	ed		
2)				utting and trimming in the areas identified side of the Township of Howick Hikir			
3)	The Authority Naturalized Area	•	s identified on S	chedule "A" as Parkland-Authority ar	ıd		
4)	•	comply with all Municipal Bylaws and by regulations as may be applicable.	/or Provincial and	d Federal regulations and/or Occupation	al		
5)	_	and Authority will ensure maintenance ng trees, shrubs, signs and related park	_	rformed with due care to prevent injury	or		
6)	judgement, or da the negligence o out of the matte	image on account of injury to persons in f the Township , or any such person or	ncluding death or or persons authorized ogether with all l	y harmless from all lost, cost, expens damage to property, in any way caused be ed by the Township , related to or arising legal expenses and costs incurred by the	y ng		
7)	(\$5,000,000.00)		wnship's insuranc	of a minimum of Five Million Dolla ce company, indicating that the Authori ties agreement.			
8)		ually if required or terminated at any g		6 to the 31 st day of October 2029 and ma et to the mutual agreement of both partic			
44816	hip of Howick Harriston Road, , Ontario, NOG 1			Reeve			

CAO/Clerk Date **Maitland Valley Conservation Authority** 1093 Marietta Street, Box 127 **MVCA Chairman** Wroxeter, Ontario, N0G 2X0 **General Manager/Secretary Treasurer** Date

Schedule A

Gorrie Conservation Area Parkland Grass Cutting locations





TOWNSHIP Report: ADM-2025-26

Township of Howick

Department: Administration/Clerk

To: Council Meeting

Meeting Date: December 9, 2025

Report Title: 2026 Council Meeting Schedule

1. Recommendation:

That the Council of the Township of Howick adopt the proposed meeting dates for 2026 by resolution.

2. Purpose/Issues:

The purpose of this report is to seek Council's adoption of the 2026 Council Meeting Schedule (Appendix A).

3. Background:

The Township of Howick's Procedural By-law states that "prior to the first meeting in each calendar year, Council shall establish a schedule of all regular Council meeting dates. The schedule shall include the date, time and location of the meetings and shall be posted on the municipal website at the beginning of each year. The meeting schedule is subject to change as necessary."

Proposed 2026 Meeting Dates:

Proposed Meeting Date	Time	Notes
January 13	9:00 a.m.	Single regular meeting in January
January 27	7:00 p.m.	Special Budget Meeting (tentative)
February 10	9:00 a.m.	
February 24	7:00 p.m.	
March 10	9:00 a.m.	March Break March 16-20
March 24	7:00 p.m.	
April 7	9:00 a.m.	Easter April 3-6
April 21	7:00 p.m.	
May 5	9:00 a.m.	
May 19	7:00 p.m.	
June 2	9:00 a.m.	
June 16	7:00 p.m.	

Proposed Meeting Date	Time	Notes
July 14	9:00 a.m.	Single regular meeting in July
August 11	7:00 p.m.	Single regular meeting in Aug
September 15	9:00 a.m.	
September 29	7:00 p.m.	
October 13	9:00 a.m.	Thanksgiving Monday, October 12 th
		*Last meeting in 2022-2026 term
November 17	10:00 a.m.	Inaugural Council Meeting
		2026-2030 Term of Council
November 24	9:00 a.m.	Council Orientation (tentative)
December 1	9:00 a.m.	Council Orientation (tentative)
December 8	9:00 a.m.	Council Orientation (tentative)
December 15	7:00 p.m.	Last Council Meeting of 2026

This schedule generally maintains the practice of having Council meetings every 2 weeks, with singular regular meetings in July, August, October, November and December due to the 2026 Municipal Election.

The Township Office is closed from 12:00 p.m. on Wednesday, December 24, 2025, to Friday, January 2, 2026. There is typically not enough business to warrant a meeting on the first Tuesday of January. Therefore, a singular meeting in the middle of January on the 13th is recommended.

A special meeting to review the 2026 Budget is proposed for January 27, 2026. Subsequent updates to the budget can be addressed during regular council meetings or special meetings can be scheduled as needed.

The single meetings in July and August are proposed to accommodate potential summer vacation time for Council and staff as has been done in previous years.

Staff are proposing singular regular Council meetings for October, November and December 2026 to manage limited Administration resources during a Municipal Election year. The Inaugural meeting for the 2026 – 2030 Council Term is scheduled for November 17, 2026. Tentative Council Orientation dates are scheduled for November 3, 24, December 1 and December 8, 2026. The last meeting of 2026 is scheduled for December 15, 2026. If more than two members of Howick's current council decide not to run in the 2026 municipal election, we will enter a "lame duck" period after Nomination Day on August 21, 2026 that places Restricted Acts on Council for the remainder of the Council Term.

4. Financial Implications:

None

December 9, 2025 **Report:** ADM-2025-26

5. Input from Other Sources:

The Township of Howick Senior Management Team was consulted on this report.

6. Attachments:

Appendix A: Township of Howick 2026 Meeting Schedule

Respectfully submitted by: Caitlin Gillis, Chief Administrative Officer/Clerk



Council Schedule

January

S	M	Т	W	Т	F	S
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26	27	28	29	30		

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24	25	26	27	28	29	30
31						

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30	31					

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18	19	20	21	22	23	24
25	26	27	28	29	30	31

November

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December

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20	21	22	23	24	25	26
27	28	29	30	31		

Statutory Holiday

Council Meeting 9:00 a.m.



Council Meeting 7:00 p.m.

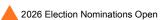


Township Office Closed



2026 Election Day







Community Improvement Committee

November 24th 7:00pm

Howick Community Centre Auditorium

Attendance Rosemany R

Rosemary Rognvaldson

Anne Peglar

Kevin Doig

Jan Morris

Shelley Miller-Cameron

Linda Henhoffer

Brady Ropp

Josh Kestner

Sonya Graham

Annalise Hammers

Bill Miller

Pete King

<u>Agenda</u>

1.Call to Order

Brady Ropp called the meeting to order at 7:04 p.m.

2. Guest Speaker

- Fire Chief/Manager of Development & Protective Servies Josh Kestner

Brady welcomed Fire Chief/Manager of Development & Protective Services Josh Kester to the meeting to answer any questions we had I regard to improving the downtown areas in the three villages.

Typical By-law enforcement process outlined, the township passed a municipal law enforcement policy to allow proactive enforcement. Was previously only complaint driven. The proactive enforcement was more directed to clean yards and grass cutting. The policy also states that complaint issues take priority over the proactive issues. By-law enforcement has the authority to enter any property but not a dwelling. In the case of an apartment building the apartment building itself can be entered but no place of residence. Any building on a residential property can not be entered by by-law enforcement.

Overview of notices, orders, inspections and fees associated to complaints and the timeline to remedy issues.

Customer service policy outlines timelines and priorities, but is left up to the discretion of the by-law enforcement officer. Timelines are kept reasonable based on the circumstance, removing garbage vs correcting a structural issue to a building.

Overview of part one offenses and who can issue tickets based on the circumstance. Fees for part one offences are not set by the township, it has to be approved by a judge. Part one offences must be served in person and served by a provincial offences officer. These legal costs associated to the case can not be re-couped through taxation.

Approximately 10 hours a week are set aside for by-law enforcement.

Overview of winter parking issues, towing, ticketing, hours and presence that go into ticketing vehicles parked on the roadway.

Concerns over the number of units within these commercial buildings that are now converted to residential units in the down town areas of the villages.

Committee suggested having a full-time by-law enforcement position. Josh outlined that there have been shared agreements in the past. The problems in the community did not happen last week, this has been an ongoing and growing issue for the last 30 years. The problem gets worse quicker than they can be corrected. There are places that by-law enforcement has been to 30 times and the property is back to the same state that it was originally.

Josh outlined there will be a report to council re By-law Enforcement at the next council meeting, the suggestion will be to hire a full time by-law enforcement officer on a contract for a two year term. If there is a joint contract staff would like to see Howick take priority and get three days a week of service. Support from the committee would be beneficial for council to see.

Committee members would like council to make by-law enforcement a high priority.

Contracting a company would provide uniform officer (s) and vehicle (s) and do all the enforcement of the municipality. The township has never had a full-time by-law enforcement officer, this person would still be under the Fire Chief/Manager of Development & Protective Services.

All Community improvement and beautification committee members are in agreeance and would strongly like to see and proceed with the township having a full-time By-Law Enforcement Officer. It was suggested to the committee to have a delegation submitted for the next council meeting on December 9, 2025 at 7:00 p.m. the delegation would need to be submitted the Wednesday prior.

If residents seen something for their money it would make the tax increase be easier to accept.

3. Overview of Committee Guidelines

Beautification, Façade Program, community clean up day in each village – coordinate with Village Management and Township Staff.

Inquiry about final pricing of the planters, plants, labour etc, submitted through the grant, our share of the grant will be put into the budget when the budget process starts. Grant application outlined that

4. Façade Program Discussion

Overview of what the façade program may look like, what is feasible and what we want the program and eligibility to look like.

Committee would look at the applications and then submit them to council.

Three projects per year - up to \$2500.00 budgeted per project

Ensure that tenants can apply with the approval of the landlord.

Staff to develop the policy and application form and bring back to the committee

5. Next Meeting

Next Meeting

January 19th 7:00 p.m.

Update re. MVCA, application denied they are not willing to sll the park to the Township. Township is willing to support the residents. There is new legislation for the conservations,

and they are being downsized. Howick Township is going to make a maintenance agreement. Thinking that a new entrance sign can be erected at the Gorrie Park possibly through memorial donations. Maintenance agreement with the Township will only be for the north side not the south side.

Suggestion of someone coming to the next CIP from the MVCA.

6. Adjourn

The Town of Goderich 57 West Street Goderich, Ontario N7A 2K5 519-524-8344 townhall@goderich.ca www.goderich.ca



November 21, 2025

SENT VIA EMAIL - minister.mecp@ontario.ca

The Honourable Todd J. McCarthy
Minister of Environment, Conservation and Parks
College Park, 5th Floor
777 Bay Street
TORONTO, Ontario
M7A 2J3

Dear Minister McCarthy:

On October 31, 2025, the Ontario Ministry of Environment, Conservation and Parks (MECP) announced proposed amendments to the *Conservation Authorities Act* (CAA), to establish the Ontario Provincial Conservation Agency (OPCA) to provide leadership, governance, and strategic direction to Conservation Authorities (CAs). The agency will be responsible for:

- Developing a single digital permitting platform;
- Streamlining and standardizing service delivery by setting provincewide performance, standards
 - as well as maintaining centralized data and updated floodplain mapping; and
- Overseeing the consolidation of Conservation Authorities.

The Ministry of Environment, Conservation and Parks are proposing that the agency would require the local Conservation Authorities to pay for the costs of the Ontario Provincial Conservation Agency.

Additionally, the MECP has introduced an amendment to the Conservation Authorities Act that outlines the proposed boundaries for establishing Regional Conservation Authorities. The proposed consolidation will entail, including reducing the number of Conservation Authorities from 36 to 7.

MECP has indicated that they plan to consult with stakeholders, municipalities, conservation authorities, and Indigenous communities. This consultation includes a policy proposal notice period posted on the Environmental Registry of Ontario for 45 days, inviting feedback on the

The Town of Goderich 57 West Street Goderich, Ontario N7A 2K5 519-524-8344 townhall@goderich.ca www.goderich.ca



proposed boundaries and criteria for the regional consolidation of Ontario's 36 CAs with a deadline of December 22, 2025.

The Town understands that the timelines for the proposed CAA amendments are as follows:

- Consultation occurs throughout the Q1 2026;
- Conservation authorities operate within current governance structure until after the 2026 Municipal election; and
- Changes come into force January 1, 2027.

The Town of Goderich has identified several concerns relating to the proposed CAA amendments:

- What is the cost of establishing and operating the proposed Ontario Provincial Conservation Agency (OPCA)? The OPCA would require significant resources while local watershed advisory boards would still be needed to guide priorities and provide oversight.
- > What is the anticipated total cost of consolidating the 36 Conservation Authorities to 7?
- As a local organization, the Maitland Conservation is responsive to community needs. Municipalities, landowners and community partners drive the services and priorities of the organization. A move to the OPCA, and the consolidation of Conservation Authorities, would mean less municipal input on service priorities, yet member municipalities currently financially contribute over 80% of the MVCA's operating budget, while the Province provides approximately 2%.
- Will the needs of rural communities and the agricultural sector will be adequately recognized and prioritized in this consolidation? Particularly since the lead Conservation Authority, for each of the 7 new regional conservation authorities, is expected to be in an urban setting in each region.
- ➤ A core priority for Maitland Valley Conservation Authority is reducing the risk of loss of life and community damage caused by flooding and erosion. MVCA are responsible for approving development in or near natural hazard areas, ensuring that new construction and additions are not at risk from flooding or erosion in floodplains or along the Lake Huron shoreline.
- MVCA's permitting process is efficient and consistent. In 2024, the average time to process all types of permits was just 5.7 days. The average time for reviewing and issuing permits by all conservation authorities is 12.5 business days.

The Town of Goderich 57 West Street Goderich, Ontario N7A 2K5 519-524-8344 townhall@goderich.ca www.goderich.ca



From start to finish, MVCA staff work closely with landowners, emphasizing customer service and helping them identify safe building locations outside hazardous areas. Will the proposed digital permitting platform be able to match MVCA's turnaround times and maintain this high level of customer experience? Additionally, what will the costs be for developing, implementing and maintaining this new platform?

The Town of Goderich encourages the Provincial government to partner with the current Conservation Authorities to build capacity and support local solutions to watershed issues. This will require a multi-year commitment to reinvesting in Conservation Authorities.

In order to protect Ontario's prosperity, the Town would like to see an emphasis placed on developing and protecting the health of watersheds. They are the foundation of not only our economic prosperity but our life support system as well. Clean water, diverse forests and healthy soils directly support key sectors like tourism, forestry and agriculture, which in turn support economically strong local communities.

Healthy Lake Huron (HLH) is a model of collaboration between federal, provincial and county agencies, 5 Conservation Authorities and several community groups. HLH has been successful in supporting stewardship initiatives aimed at improving water quality along the Lake Huron shoreline. Using this collaborative approach across all the watersheds in Ontario to build healthy watersheds would result in effective, cost-efficient results.

Working seamlessly together, we can achieve superior results.

Respectfully,

Janice Hallahan

Chief Administrative Officer

Janue Hallahan

Cc: The Honourable Doug Ford, Premier of Ontario

The Honourable Lisa Thompson, Minister of Rural Affairs, and MPP for Huron-Bruce

The Honourable Rob Flack, Ministry of Municipal Affairs and Housing

Association of Municipalities of Ontario

Environmental Registry of Ontario

Ed McGugan, Chair of the Maitland Valley Conservation Authority



1078 Bruce Road 12 | P.O. Box 150 | Formosa ON Canada | NOG 1W0 | 519-364-1255 www.saugeenconservation.ca publicinfo@svca.on.ca

Municipality of Arran-Elderslie Municipality of Brockton Township of Chatsworth Municipality of Grey Highlands Town of Hanover Township of Howick Township of Huron-Kinloss Municipality of Kincardine Town of Minto
Municipality of Morris-Turnberry
Town of Saugeen Shores
Township of Southgate
Municipality of South Bruce
Township of Wellington North
Municipality of West Grey

November 25, 2025

Subject: Materials for Municipal Consideration Regarding the ERO Posting on Regional Conservation Authority Consolidation

To our Municipal Partners,

Further to our earlier correspondence of November 10, 2025 regarding the Environmental Registry
<a href="Double to Support and Support an

The following information outlines key considerations related to rural capacity, public safety and hazard management, governance and representation, financial stewardship, and the essential role of local partnerships. These points reflect both operational realities within our watershed and broader implications for municipal service delivery. Our intent is to offer practical information that may assist in shaping your own comments to the Province.

We will continue to review the proposal closely, coordinate with Conservation Ontario and neighbouring authorities, and keep our member municipalities informed.

Sincerely,

Erik Downing

General Manager / Secretary-Treasurer

Saugeen Valley Conservation Authority

1078 Bruce Road 12, Box 150, Formosa, ON NOG 1W0 e.downing@svca.on.ca | (519)364-1255 ext. 241

www.saugeenconservation.ca



Strengthening Conservation Authority Effectiveness While Advancing Provincial Goals

Ontario's commitment to improving consistency and customer service in Conservation Authority permitting is an important and timely goal. These objectives can be achieved most effectively by building on the proven strengths of local Conservation Authorities (CAs), which have safeguarded watersheds and supported responsible growth for decades, at exactly the appropriate scale. Their work has helped Ontario earn global recognition for excellence in natural hazard management and sustainable development, key factors in attracting investment and ensuring communities remain safe and resilient.

By leveraging local expertise and relationships, the province can meet housing and service goals efficiently while preserving the stability and trust integral to effective watershed management. Five themes have emerged for your consideration:

- 1. Rural Realities and Capacity
- Rural CAs operate with lean, multi-skilled teams responsible for front-line services across large geographic areas. Regional Conservation Authorities will undermine this strength if local roles do not remain.
- Limited tax bases and broadband constraints make centralized digital solutions challenging not only to establish, but also to access from rural clients and stakeholders.
- Recruitment and retention of technical staff remain ongoing concerns, compounded by seasonal workloads. Regional or provincial resources being made available to local CAs would establish quick and consistent reviews across all CAs.
- Any transition plan should recognize the operational fragility of small authorities and prioritize stability.

Recommendation: Support rural CAs with targeted capacity-building measures, such as shared technical resources and funding for digital infrastructure, rather than restructuring that could reduce essential local jobs and positions that local community expects to be locally available and relied upon.

- 2. Public Safety, Hazard Management, and Technical Responsibility
- Effective hazard management depends on local watershed knowledge and rapid response capability. Local CAs are ideally positioned to watch for community specific indicators, and community regularly sees local CA boots on the ground, the most obvious return on investment for their taxpayer dollars.
- Centralizing permitting or hazard review could slow decisions (travel times for applicants and review staff in Huron-Superior Regional CA could be across 1500km in Thunder Bay context, or still an almost 400km area near Lake Huron) and weaken risk avoidance as local context is lost. Trust in the local CA review process would be impacted negatively.
- Liability concerns arise if decisions move away from local authorities.

Recommendation: Maintain local technical roles while supplementing them with regional expertise for complex cases. This hybrid approach ensures timely decisions, preserves public trust, and strengthens resilience during major flood events.

- 3. Local Governance, Decision Making, and Representation
- Municipal appointees provide democratic accountability and ensure decisions reflect local priorities on CA Boards. This will not be able to continue in regional CA context.
- For Saugeen Conservation, 15 member municipalities will be expecting a voice alongside 50+ other municipalities in the regional proposal, posing immense challenge, or oversimplified generalization. Diluted representation would create slower decision making.
- Existing local MOUs already deliver efficient planning and hazard services.

Recommendation: Retain local governance structures while introducing provincial service standards and performance benchmarks. This approach combines consistency with responsiveness and sustains municipal engagement.

- 4. Economic Fairness, Local Investment, and Asset Stewardship
- Rural municipalities cannot absorb increased costs from regional models. In event regional
 models do eventually offer some financial savings, that cannot come on the back of local loss
 of control of municipal contributions.
- SVCA assets and reserves were built through decades of local taxpayer investment. Any
 undermining of that trust and belief that taxpayers have put in CAs to oversee their
 investment for the good of their watershed will not be productive of the continued important
 work of CAs.
- Uncertainty generated by announcements without specifics and amalgamation proposal
 without a clear plan, is undermining staff confidence in their continuing role at Conservation
 Authorities. Sustaining Conservation Authority staffing levels relies, and will continue to rely,
 on staff who believe in the organization and support its goals and objectives.
- Clarity is needed on where this proposal is ultimately headed so that staffing levels and overall CA performance do not absorb short, medium, or long term impacts from ideas that may never materialize. Housing approvals, which move on real timelines rather than conceptual ones, cannot be left waiting while uncertainty plays out over the next 12 to 18 months.
- Provincial funding currently covers only about 1% of operations; local contributions drive service delivery.

Recommendation: Ensure any modernization plan respects local financial commitments and preserves control over reserves and infrastructure. Consider targeted provincial funding to offset transition costs and support workforce stability.

- 5. Community Partnerships, Identity, and Public Trust
- SVCA's strong municipal relationships are long standing and depend on local stewardship.
- Consolidation risks weakening significant and established funding streams from corporations that whose giving criteria explicitly direct funds be retained locally.
- Donors, local businesses, stakeholders, municipal partners, and volunteers support the Authority because they recognize its local stewardship and identity.
- Land donations, community investment, and volunteer effort are tied to the expectation of local oversight and continued community connection.

Recommendation: Protect local identity and engagement by maintaining visible, locally rooted service delivery. Encourage regional collaboration without eroding the trust and participation that are the foundation of successful conservation programs.

In conclusion, Ontario can meet its goals for improved permitting and housing development by reinforcing, rather than replacing, the proven foundation of local Conservation Authorities.

A collaborative model that respects rural realities, responds to urban needs, protects Ontario's long-standing public safety strengths, and builds on existing governance will create greater consistency without compromising effectiveness, local identity, or community trust. This approach strengthens the system while supporting faster, more reliable approvals.

Hugh Douglas

Township of Howick 44816 Harriston Rd Gorrie, NOG 1X0

Howick Township Council,

I wish to submit my resignation from the Fordwich Cemetery Board, effective November 28, 2025.

It's been a pleasure working with Norm Wilson and Laurie Myer. I've also appreciated the support of the Howick Municipal office staff, both past and present.

Thank you for providing me with this opportunity.

Sincerely, Kugh Dorylus

Hugh Douglas

Fordwich, Ontario

November 28,2025

To the Reeve and members of Howick council;

I wish to tender my resignation from the Fordwich Cemetery Board effective on the above date. It has been an interesting and rewarding experience and I thank the other board members Laurie Myer, and Hugh Douglas for their work and support over the past five years

The Fordwich Cemetery will soon need to establish more graves to the west of the 2nd roadway, this area was surveyed in June of 1976, but we have been unable to locate any of the survey bars.

I do have a couple of suggestions for your consideration.

#1 a policy on resident /non-resident, how long after a person moves out of the township is he/she still a resident?

#2 When is the Cemetery closed for the season?

#3 Construct a fence at the south end of the property

#4 The municipality take over the operation of the cemetery

Thank for the opportunity to be of service to the community

Norman Wilson

Rosemarie Hollett



December 4, 2025 Wroxeter Hall Board 1094 Centre St Wroxeter, Ontario, N0G 2X0

To the Board Members,

This letter is my formal resignation from my position as a board member of the Wroxeter Hall.

While I appreciate the opportunity to contribute to my community and value the experience I have gained, my vision no longer aligns with the current direction of the board. For this reason, I believe it is in the best interest of all parties that I step down.

I will honour the commitments I have already made, including assisting with the dinner table on December 14 and bingo on December 11. I have contacted the parade participants as requested; however, if they choose to attend, I will not be responsible for any harm or wrongdoing associated with the event.

Thank you for the opportunity to serve. I wish the board continued success going forward.

Sincerely,



November 20, 2025

The Honourable Marjorie Michel
Minister of Health
Health Canada
Address Locator 1801B, Ottawa, Ontario K1A 0K9
hcminister.ministresc@hc-sc.gc.ca

The Honourable Sylvia Jones
Minister of Health
Ontario Ministry of Health,
777 Bay St. floor 5, Toronto, ON M5G 2C8
Sylvia.Jones@ontario.ca

Dear Minister Marjorie Michel and Minister Sylvia Jones,

RE: Coordination of Provincial and Federal Dental Programs

At their meeting on October 10th, the Huron Perth Public Health Unit passed a motion to support the Windsor-Essex County Health Unit Board of Health's Recommendation/Resolution Report dated September 18, 2025 (attached), regarding the coordination of provincial and federal dental programs.

The proposed motion highlights gaps in access to oral health care for vulnerable populations and offers actionable solutions to improve service delivery. These same gaps have been identified for the residents of Huron and Perth Counties. The call for clearer guidance, streamlined processes, and temporary exemptions for emergency treatment is both timely and necessary. These measures will help ensure that individuals (especially those who are unhoused, newly arrived, or facing administrative barriers) receive the urgent dental care they need without delay.

Sincerely,

Bernie MacLellan, Chair

Huron Perth Public Health Board of Health

cc:

Ben Lobb, Member of Parliament – Huron-Bruce
John Nater, Member of Parliament – Perth-Wellington
The Honourable Lisa Thompson, Minister of Rural Affairs and M.P.P. Huron-Bruce
Mr. Matthew Rae, Member of Provincial Parliament Perth-Wellington
Association of Local Public Health Agencies
All Ontario Boards of Health
All municipalities of Huron and Perth Counties

Ministry of Municipal Affairs and Housing

Office of the Minister

777 Bay Street, 17th Floor Toronto ON M7A 2J3 Tel.: 416 585-7000

Ministère des Affaires municipales et du Logement

Bureau du ministre

777, rue Bay, 17e étage Toronto (Ontario) M7A 2J3 Tél.: 416 585-7000



234-2025-4982

November 25, 2025

Dear Head of Council:

Through the *Protect Ontario by Building Faster and Smarter Act, 2025* (Bill 17), which received Royal Assent on June 5, 2025, changes were made to the *Planning Act* that will help streamline and standardize municipal development processes.

This includes changes that enable the Minister of Municipal Affairs and Housing, by regulation, to permit variation from a zoning by-law "as of right" if a proposal is within a prescribed percentage of the required setback (the minimum distance a building or structure must be from a property line) on specified lands. This new authority was intended to reduce planning applications for minor variances.

Today, our government announced further action to streamline planning approvals by exercising my authority established under Bill 17 to amend Ontario Regulation 545/06 (Zoning By-laws, Holding By-laws and Interim Control By-laws) to allow variations to be permitted "as-of-right" if a proposal is within 10% of setback requirements applicable to specified lands. Specified lands include any parcel of urban residential lands outside of the Greenbelt Area, and exclude areas such as hazardous lands, and lands near shorelines and railways. These changes in Ontario Regulation 257/25 were filed on November 21, 2025 and took effect upon filing.

Any variances sought beyond the prescribed percentage of the setback requirement would be subject to the usual minor variance or rezoning approval process and other zoning standards (e.g., height limits, etc.) would continue to apply, helping to mitigate potential land use compatibility issues.

This "as-of-right" permission is intended to remove the need for certain variances that are the most minor in nature, resulting in fewer applications submitted and fewer hearings for minor variances before a municipal committee of adjustment for these proposals.

The proposed regulation works with the <u>Additional Residential Units regulation</u> (Ontario Regulation 299/19) to help create additional residential units, such as basement suites, by eliminating additional barriers related to setbacks.

We look forward to continued collaboration with our municipal partners as we work together to achieve our goal of building the homes that Ontarians need.

Sincerely,

Hon. Robert J. Flack

Minister of Municipal Affairs and Housing

c. Robert Dodd, Chief of Staff, Municipal Affairs and Housing (MMAH)
Martha Greenberg, Deputy Minister, MMAH
David McLean, Assistant Deputy Minister, Housing Planning and Policy Division, MMAH

Municipal Chief Administrative Officer



Membership Minutes

Membership Meeting #8-2025

October 15, 2025

Members Present: Alison Lobb, Ed McGugan, Alvin McLellan, Megan Gibson, Andrew

Fournier, Matt Duncan, Anita Van Hittersum, Evan Hickey, Ed

Podniewicz, Vanessa Kelly, Sharen Zinn, Vanessa Kelly

Staff Present: Phil Beard, General Manager-Secretary-Treasurer

Jayne Thompson, Communications Coordinator

Stewart Lockie, Conservation Areas Services Coordinator Patrick Huber-Kidby, Planning and Regulations Supervisor

Jason Moir, FRCA Parks Superintendent

Sarah Gunnewiek, Water Resources Engineer Jeff Winzenried, Flood Forecasting Supervisor

Michelle Quipp, Executive Assistant

Others Present: Cory Bileya, Midwestern News Media

Irving Payne, Hearing Applicant Brad Bowden, KB Shoring Inc. Kris Bedard, KB Shoring Inc.

Annalies Hamers, Gorrie Conservation Area Delegate Sonya Graham, Gorrie Conservation Area Delegate Sherri Govier, Wananosh Campground Delegate Cheryl Govier, Wananosh Campground Delegate Sherry Snell, Wananosh Campground Delegate Pam Stewart, Wananosh Campground Delegate

1. Call to Order

Chair, Ed McGugan, welcomed everyone and called the meeting to order at 7:00pm.

2. Declaration of Pecuniary Interest

There were no pecuniary interests at this time.

3. Minutes

Motion FA #97-25

Moved by: Megan Gibson Seconded by: Alison Lobb

THAT the minutes from the General Membership Meeting #7-2025 held on September 17, 2025, be approved.

(carried)

4. Hearing #1-2025-Section 28 Conservation Authorities Act: Mr. Payne

Motion FA #98-25

Moved by: Alvin McLellan Seconded by: Evan Hickey

THAT the meeting will start sitting as a hearing board. (carried)

A staff report by Patrick Huber-Kidby was presented to the members. Kriss and Irving Pyane presented material to the members.

Motion FA #99-25

Moved by: Evan Hickey Seconded by: Vanessa Kelly THAT the meeting is moved into a closed session at 8:03pm. (carried)

Motion FA #100-25

Moved by: Megan Gibson Seconded by: Evan Hickey THAT the meeting be moved into an open session at 8:24 pm. (carried)

Motion FA #101-25

Moved by: Evan Hickey Seconded by: Sharen Zinn

To defer to obtain additional information.

(carried)

Motion FA #102-25

Moved by: Alvin McLellan Seconded by: Alison Lobb THAT the meeting will adjourn sitting as a hearing board 8:28pm. (carried)

5. Delegations

a) Gorrie Conservation Area – 8:30

A presentation by Annalies Hamers and Sonya Graham was presented to the members. The Delegation would like to see the Township of Howick assume responsibility for the Gorrie Conservation Area.

b) Wawanosh Campground

A presentation by Sherri Govier and Sherry Snell was presented to the members. The Wawanosh seasonal campers would like the campground to remain open.

Requests from both delegations to be discussed at the November 19, 2025 meeting.

6. Business out of the Minutes

a) Wawanosh Campground

Motion FA #103-25

Moved by: Ed Podniewicz Seconded by: Sharen Zinn

To defer until the next members meeting. (carried)

7. Business Requiring Direction and or a Decision:

a) 2026-2028 Priorities and Budget Forecast: Report #60-2025

Report #60a-2025 was presented and the following motion was made:

Motion FA #104-25

Moved by: Alvin McLellan Seconded by: Matt Duncan

THAT the priorities identified for 2026-2028 as outlined in Report #60a-2025 be approved for planning purposes and used to guide the development of the 2026 work plan. (carried)

Report #60b-2025 was presented and the following motion was made:

Motion FA #105-25

Moved by: Evan Hickey Seconded by: Matt Duncan

THAT the 2026-2028 financial forecast be accepted with the addition of a proposed cost apportionment increase of \$154,481 for 2028 for planning purposes;

AND THAT the 2026 draft budget includes a proposed cost apportionment increase of \$175,000; AND

FURTHER THAT the amount of the approved cost apportionment allocated for projects be increased by \$10,000 per year over the next three years.

(carried)

b) Review of Fees Policy: Report #61-2025

Report #61-2025 was presented and the following motion was made:

Motion FA #106-25

Moved by: Megan Gibson Seconded by: Alvin McLellan

THAT the Fees Policy be approved for 2026. (carried)

c) Review of Proposed Fee Changes for 2026: Report #62-2025

Report #62-2025 was presented and the following motion was made:

Motion FA #107-25

Moved by: Ed Podniewicz Seconded by: Alison Lobb

THAT the proposed fee changes be posted for review and comment and that comments be reviewed at the November 19, 2025 meeting. (carried)

8. Presentation on Flood Forecasting System: Jeff Winzenried & Sarah Gunnewiek

A presentation by Jeff Winzenried and Sarah Gunnewiek was made to the members about the flood forecasting system and MVCA's responsibilities.

Motion FA #108-25

Moved by: Evan Hickey Seconded by: Megan Gibson

THAT the presentation is accepted as presented. (carried)

9. Chair and Member Reports

No Chair or Member reports.

10. Consent Agenda

The following items were circulated to the Members for their information:

- a) Revenue/Expenditure Report for September: Report #63-2025
- b) Agreements Signed: Report #64-2025

Motion FA #109-25

Moved by: Alvin McLellan Seconded by: Alison Lobb

THAT Report #63-2025 to Report #64-2025 along with the respective motions as outlined in those reports be approved. (carried)

n. Adjournment

Next Meeting Date, Wednesday, November 19, 2025, at 7:00pm at the Administration Centre in Wroxeter.

Motion FA #110-25

Moved by: Megan Gibson Seconded by: Vanessa Kelly

THAT the Members Meeting be adjourned at 9:50pm. (carried)

Ed McGugan Chair

Phil Beard

General Manager / Secretary-Treasurer

This Beard

Ministry of Emergency Preparedness and Response

Office of the Minister

438 University Ave., 14th Floor Toronto ON M5G 2K8

Ministère de la Protection civile et de l'Intervention en cas d'urgence

Bureau de la ministre

438, av. University, 14e étage Toronto ON M5G 2K8



DATE: November 18, 2025

MEMORANDUM TO: Ontario Corps Partners and Community Emergency Management

Coordinators

SUBJECT: FPT Meeting on Emergency Management

Dear partners,

Last week I had the honour of co-chairing the Federal-Provincial-Territorial ministers meeting responsible for emergency management in Toronto. I am writing to highlight the collaborative efforts underway among leaders across Canada to protect Ontario and all of Canada. The meeting served as a platform to advance coordinated approaches to emergency management, engaging government and Indigenous leadership in meaningful dialogue and shared action.

Throughout our discussions, we addressed challenging topics with purpose – lessons learned from this summer's significant wildland fire season, civilian response capabilities, communications infrastructure and our approach to the renewal of our national emergency management strategy. Many of us also highlighted our own volunteer-based initiatives, such as Ontario Corps, to build opportunities for a pan-Canadian approach to civilian involvement through work with volunteers and partner organizations.

We also launched the call for nominations for the Emergency Management Exemplary Service Award, which will run until April 30, 2026. This prestigious award recognizes individuals and groups for their work to prevent, prepare for, respond to and recover from emergencies. If you have someone in Ontario that you would like to nominate, visit Ontario.ca/EMESA.

These discussions reinforced that emergency management is a national priority, reflecting a shared commitment among all partners to protect communities and strengthen resilience across Canada.

As this work progresses, we remain committed to keeping all partners informed and engaged, ensuring transparency and continued collaboration across all levels of government and Indigenous leadership. I look forward to continuing this important work together in the months ahead.

Sincerely,

The Honourable Jill Dunlop

Minister of Emergency Preparedness and Response



Saugeen Valley Conservation Authority

Minutes - Board of Directors Meeting

Date: Thursday September 18, 2025, 1:00 p.m.

Location: 1078 Bruce Rd 12, Formosa, ON, NOG 1W0 and hybrid

Chair: Tom Hutchinson

Members present: Barbara Dobreen, Sue Paterson, Moiken Penner, Jennifer Prenger (virtual,

left meeting at 3:14 pm), Larry Allison, Bill Stewart (virtual, left meeting at 3:48pm), Paul Allen, Steve McCabe (virtual), Dave Myette, Bud Halpin, Greg

McLean, Mike Niesen

Members absent: Peter Whitten, Kevin Eccles

Staff present: Erik Downing, Adam Chalmers, Donna Lacey, Matt Armstrong, Katie

Thomas, Ashley Richards, Jennifer Mead, April McBay.

The meeting was called to order at 1:00 p.m.

1. Land Acknowledgement – read by Gregory McLean

We begin our meeting today by respectfully acknowledging the Anishinaabeg Nation, the Haudenosaunee, the Neutral, and the Petun peoples as the traditional keepers of this land. We are committed to moving forward in the spirit of reconciliation with First Nations, Métis, and Inuit peoples.

2. Adoption of Agenda

Motion #G25-64

Moved by Mike Niesen Seconded by Sue Paterson

THAT the agenda for the Saugeen Valley Conservation Authority meeting, September 18, 2025, be adopted as amended.

Carried

3. Declaration of Pecuniary Interest

There were no declarations of pecuniary interest relative to any item on the agenda.

4. Staff Introductions

The Board of Directors were introduced to a Resources Information Technician contractor and a permanent forestry technician.

5. Adoption of Minutes

5.1 Authority meeting and Special Meeting – July 17, 2025

Motion #G25-65

Moved by Greg McLean Seconded by Dave Myette

THAT the minutes of the Saugeen Valley Conservation Authority meeting, and Special Meeting: Hearing Training July 17, 2025, be adopted as presented.

Carried

Delegation – Sofia Ramierez – McGowan Falls Fence and Access Concerns

The delegation, led by Sofia Ramirez on behalf of residents of the Municipality of West Grey, objected to SVCA's fencing, access restrictions, and perceived new fees at McGowan Falls. She asserted that the changes reduced accessibility, contradicted alleged intent of the land use, and lacked consultation, and evidence to justify safety and vandalism claims. Ms. Ramierez cited a petition, survey results, and proposed alternatives, calling for transparency, and the halting of work.

7. Matters Arising from the Minutes – none

8. New Business

8.1 GM-2025-15: SVCA Operational Plan

The GM/S-T reported that 2024 performance evaluations were completed, and highlighted the ongoing Amish and Mennonite outreach strategy. It was also noted that many target dates for Water Resources projects have shifted following the manager's return from leave.

8.2 GM-2025-16 Program Report

The GM/S-T noted that the 75th Anniversary celebration required significant effort from Corporate Services and Lands staff, with appreciation expressed to all who attended. The event included the official opening of the new Formosa Conservation Area, which was well attended by dignitaries, past staff, and stakeholders.

8.3 GM-2025-17: Fence Installation at Durham Conservation Area Update

The GM/S-T reported that the Durham Conservation Area fence project was completed in summer 2025, fully funded by campground revenues with no municipal levy contribution. SVCA acted squarely within its legislated authority under Ontario Regulation 688/21, which permits fencing, gates, and other measures to manage access and liability. Multiple communication and consultation efforts were undertaken dating back to 2022, including signage, council correspondence, media releases, resident letters, and participation in a public meeting.

Concerns about property ownership and deed stipulations were dismissed, as SVCA is the registered landowner and existing records confirm no restrictions inconsistent with current use. Requests for operational incident statistics were noted as internal business records, not subject to public disclosure. The project was reaffirmed as supporting fairness, risk management, and sound stewardship while ensuring Durham remains accessible and affordable through low-cost passes and free library memberships.

The preceding delegation noted that legal counsel had been consulted, but no legal action has been received by SVCA to date; therefore, any discussion of legal implications was deemed premature. Questions were raised regarding the purchase of passes, which are available online

(mailed to purchasers), for pickup at the Formosa office, or at the Durham CA gatehouse. The delegation also commented on large stones placed at the beach above the dam, with a director inquiring if this was intentional; clarification was provided that the placement formed part of the dam safety plan, recommended by an external professional engineer, to deter unsafe swimming above the dam. It was further noted that SVCA has adjusted the buoy line to improve safety in this area.

8.4 GM-2025-18: 2026 SVCA Preliminary Budget

Motion #G25-50

Moved by Paul Allen Seconded by Steve McCabe

THAT the SVCA Board of Directors endorse a proposed increase of up to 6% for the 2026 SVCA Budget.

Carried

The Board endorsed the 2026 Preliminary Budget with an increase of up to 6%, confirming this as the lowest proposed in five years and a starting point for staff to build an appropriate and respectful budget. Discussion included a request for plain-language explanation of the Modified Current Value Method to support council communications, and clarification that Forestry is funded partly as a Category 1 service on conservation lands and partly through self-generated revenue from landowner services. The budget will provide stability for mandatory programs, staff capacity, and operations while minimizing municipal impacts.

8.5 EPR-2025-09: Two-Zone Floodplain Management Concept in Specific Areas of Southampton

Motion #G25-67

Moved by Dave Myette Seconded by Moiken Penner

THAT the Saugeen Valley Conservation Authority accepts the Greenland Consulting Engineers Two-Zone floodplain mapping study for the specific areas of Southampton described in this report.

AND FURTHER THAT the Saugeen Valley Conservation Authority adopts the Two-Zone Floodplain Management Concept for the specific areas of Southampton described in this report, which would come into effect when the appropriate amendments are made to the Town of Saugeen Shores Official Plan and Zoning By-law.

Carried

The Board accepted the Greenland Consulting Engineers study and approved adoption of the Two-Zone Floodplain Management Concept for specific areas of Southampton. This change will permit conditional development in designated flood fringe areas once the Town of Saugeen Shores completes the necessary Official Plan and Zoning By-law amendments.

Directors observed that under the previous one-zone approach the entire floodplain would have been prohibited for development, whereas the two-zone floodplain now distinguishes areas where development remains prohibited and where conditional development is permitted. It was also confirmed that the project boundary was defined by the Town of Saugeen Shores, with the future option to expand the study area at the Town's request.

8.6 EPR-2025-10: Permits Issued

Motion #G25-68

Moved by Sue Paterson Seconded by Larry Allison

THAT SVCA permit applications 25-102 to 25-175 as approved by staff, be endorsed by the SVCA Board of Directors.

Carried

8.7 LAN-2025-07: Campground Fee Schedule

Motion #G25-69

Moved by Bud Halpin

Seconded by Barbara Dobreen

THAT the SVCA Board of Directors endorse the proposed 2026 fee increase for campgrounds and related rates.

Carried

Director Moiken Penner, seconded by Director Gregory McLean, moved that non-serviced daily and weekly campsites remain at the 2025 fee rate. The amendment did not carry. Discussion noted equitable access concerns, the higher costs of winter camping due to snow removal, the comparable maintenance of serviced and non-serviced sites, and that fees are set using conservation authority and campground comparators.

8.8 LAN-2025-08: Hydro Expansion Durham Conservation Area

Motion #G25-69

Moved by Mike Niesen

Seconded by Larry Allison

THAT the SVCA Board of Directors award RKS Electric the contract for the Hydro Expansion Project at Durham Conservation Area.

Carried

It was confirmed that, in connection with the Durham Conservation Area hydro expansion project, fibre and water lines already planned may be installed concurrently while the trench is open for electrical work. The contractor indicated that, notwithstanding the low cost, all components of the project will be completed to SVCA's specifications.

8.9 Other Business – none

8.10 Closed Session

Motion #G25-52

Moved by Dave Myette

Seconded by Sue Paterson

THAT the Authority move to Closed Session to discuss, in camera, to address matters relating to an identifiable individual(s) and THAT the GM/S-T and recording secretary remain in the meeting.

Carried

With no further business to discuss, the meeting was adjourned at 4:28 p.m.	following a motion
by Sue Paterson and seconded by Paul Allen.	

Tom Hutchinson Chair Ashley Richards Recording Secretary



Saugeen Valley Conservation Authority

Minutes - Board of Directors Meeting

Date: Thursday October 16, 2025, 1:00 p.m.

Location: 1078 Bruce Rd 12, Formosa, ON, NOG 1WO and hybrid

Chair: Tom Hutchinson

Members present: Barbara Dobreen (virtual until 3:14pm), Paul Allen (virtual), Steve McCabe

(virtual until 2:01pm), Moiken Penner, Gregory McLean, Kevin Eccles, Mike Niesen, Peter Whitten, Larry Allison, Dave Myette, Bud Halpin, Bill Stewart

Members absent: Sue Paterson, Jennifer Prenger

Staff present: Erik Downing, Adam Chalmers, Donna Lacey, Matt Armstrong, Katie

Thomas, Ashley Richards, Jody Duncan

The meeting was called to order at 1:03 p.m.

1. Land Acknowledgement – read by Kevin Eccles

We begin our meeting today by respectfully acknowledging the Anishinaabeg Nation, the Haudenosaunee, the Neutral, and the Petun peoples as the traditional keepers of this land. We are committed to moving forward in the spirit of reconciliation with First Nations, Métis, and Inuit peoples.

2. Adoption of Agenda

Motion #G25-73

Moved by Dave Myette

Seconded by Bill Stewart

THAT the agenda for the Saugeen Valley Conservation Authority meeting, October 16, 2025, be adopted as amended.

Carried

3. Declaration of Pecuniary Interest

There were no declarations of pecuniary interest relative to any item on the agenda.

4. Adoption of Minutes

4.1 Authority meeting September 18, 2025

Motion #G25-74

Moved by Greg McLean

Seconded by Peter Whitten

THAT the minutes of the Saugeen Valley Conservation Authority meeting, September 18, 2025, be adopted as presented.

Carried

5. Matters Arising from the Minutes – none

6. New Business

6.1 GM-2025-21: SVCA Operational Plan

Inquiry was made regarding the progress of the agreement with the Kincardine Cross Country Ski Club and its new executive. Staff confirmed that a meeting is imminent and that discussions appear to be progressing positively.

6.2 GM-2025-22 Program Report

Further inquiry was made regarding the Stoney Island Conservation Area and the work undertaken without a permit by the Kincardine Cross Country Ski Club. Staff confirmed that SVCA completed the necessary remediation work and that costs were kept to a minimum.

Inquiry was made regarding the status of the Varney Conservation Area. Staff advised that the review of property parcels and potential disposal remains ongoing.

Inquiry was made regarding the Children's Safety Village agreement. Staff confirmed that this operational matter is currently in progress.

It was reported that the Corporate Services Department continues to manage workload pressures due to two vacant positions. A retired staff member has returned on a part-time basis to assist with operations, and interviews for the vacant positions are underway.

Interest was expressed by several Directors in receiving information regarding permits within their respective municipalities. Staff advised that legal counsel has cautioned against this practice, as it may create conflicts with statutory obligations and could render Directors ineligible to participate in hearings should matters be appealed. It was noted that Directors have the option to recuse themselves from hearings if they wish to receive such information. Concern was also expressed regarding the limited information provided to the Board when asked to endorse staff-approved permits on a monthly basis.

Director Eccles inquired whether SVCA staff were conducting forestry work in the Municipality of Kincardine at no cost. Staff confirmed that the work is being completed on a fee-for-service basis.

6.3 GM-2025-23: 2026 SVCA Budget Update

Director Dobreen inquired regarding the absence of a budget for approval at the October 16, 2025 meeting, noting that municipalities are experiencing increased pressure due to strong mayoral powers and expedited timelines. Concern was raised that member municipalities may not be aware of the Board's direction to approve an increase of up to six percent, and clarification was requested as to why SVCA staff were awaiting financial information from member municipalities.

GM/S-T responded that, at the previous Board meeting, Directors had requested that municipal financial context be provided to support their communications at their respective council tables. Several Directors noted that the proposed draft budget had already been shared with their municipalities. The Board was assured that the full draft budget would be presented at the November meeting, and that a communications toolkit to assist Directors in municipal discussions would be circulated.

Director Stewart inquired whether there had been any update regarding the Provincial fee freeze on Environmental Planning and Regulations-related fees being lifted. Staff confirmed that there has been no change. It was noted that the 2026 Fee Schedule, excluding campground fees

previously approved at the last Board meeting and the frozen Environmental Planning and Regulations fees, will be brought forward for consideration at the November meeting.

Chair Hutchinson inquired about the SVCA budget approval process. The GM/S-T explained that Directors act as representatives of their respective municipalities and that while the draft budget is circulated to municipalities for comment, no council vote is required. The SVCA budget is approved by a weighted majority vote of the SVCA Board of Directors.

6.4 EPR-2025-11: Permits Issued

Motion #G25-75

Moved by Larry Allison Seconded by Bud Halpin

THAT SVCA permit applications 25-176 to 25-214 as approved by staff, be endorsed by the SVCA Board of Directors.

Carried

Concern was expressed by several Directors that they are being asked to endorse permits they have not reviewed, noting that the process may not be an efficient use of staff or Board time and resources. Directors observed that permit approvals are operational in nature rather than governance matters.

An amendment to the motion was introduced by Directors Myette and Penner to change the term "endorsed" to "received." Following discussion, the amendment was withdrawn, as it was noted that this would be the final batch of permits for which Directors had been copied on related email correspondence. Some Directors indicated they would be unable to endorse permits in the future under the current process.

Manager Armstrong advised that staff time associated with the reporting process is minimal, as the new content management system automates much of the preparation. Staff will further review legislative requirements related to permit reporting and endorsement.

6.5 WR-2025-09: Durham Upper Dam: Winter Configuration

Motion #G25-76

Moved by Bill Stewart

Seconded by Moiken Penner

THAT as the SVCA Water Resources Committee on October 8, 2025 unanimously recommended to the SVCA Board of Directors that in alignment with ongoing engineering assessments and to uphold health and safety obligations, THAT the Board approve the continued cessation of winter operations at the Durham Upper Dam on an indefinite basis; AND THAT staff be directed to continue working with the Municipality of West Grey through the Class Environmental Assessment process to evaluate and advance preferred long-term solutions for the structure.

Carried

Direct Director Stewart thanked staff for their continued hard work and expressed interest in seeing the potential positive impacts and outcomes of the mitigating efforts undertaken by SVCA to date. Director Eccles commented that cameras were not a solution and inquired whether safety concerns were as significant in the spring or fall as they are in winter. Staff explained that the dam was not designed to withstand iceload, and that operation of the dam presents an acute risk, as identified by multiple engineering firms and the Ministry of the Environment.

Director Myette inquired about the risk of structural failure. Staff advised that engineering reports estimate catastrophic damage in the event of failure, with financial impacts ranging from \$3M to \$30M, and potential loss of life exceeding 100 people.

Director Dobreen suggested that the Ministry should bear some financial responsibility in the management of the structure. Director Eccles confirmed that the Municipality of West Grey had reached out and was advised that the cost of recent frazil ice remediation did not meet the threshold required to qualify for financial assistance.

Director Stewart acknowledged the complexity of the issue and noted that further clarity is expected through the third phase of the Environmental Assessment. The General Manager/Secretary-Treasurer advised that several options, including potential weir configurations, will be developed through the upcoming Class EA process.

6.6 WR-2025-10: Low Water Response Program

Motion #G25-77

Moved by Bill Stewart Seconded by Mike Niesen

THAT as the SVCA Water Resources Committee on October 8, 2025 unanimously selected Option 2 to define the membership of the SVCA Water Response Team, THAT the SVCA Board of Directors directs staff to proceed with Option 2 (Full Membership) to support the formation and membership of SVCA's Water Response Team (WRT), a provincially mandated program, on the basis that quorum is based on Mandatory Membership requirements.

Carried

Director Eccles requested clarification regarding the purpose of the Low Water Response Program and the associated Water Response Team. Staff explained that the program's intent is to coordinate activities between the Province, municipalities, and local stakeholders during periods of low water conditions. Directors were reminded that the program is mandatory under O.Reg 686/21 (Mandatory Programs and Services) of the *Conservation Authorities Act*.

The General Manager/Secretary-Treasurer confirmed that the program was previously funded by the Province but no longer receives provincial funding. In response to a request for an example of when the program would be useful, the SVCA Flood Forecasting and Warning Coordinator volunteered that while SVCA has been able to confirm current level one drought conditions with the MNR, SVCA is unable to escalate warnings beyond that level without an active committee, despite worsening conditions in the watershed.

6.7 Other Business – none

7. Adjournment

With no further business to discuss, the meeting was adjourned at 3:16 p.m. following a motion by Paul Allen and seconded by Gregory McLean.

Tom Hutchinson	Ashley Richards
Chair	Recording Secretary



publicinfo@svca.on.ca



November 27, 2025

Dear Municipal Council Members,

Enclosed is the 2026 Draft Budget for Saugeen Valley Conservation Authority (SVCA). The draft aligns with SVCA's programs and services inventory, and the requirements of the Conservation Authorities Act. It highlights key priorities such as natural hazard management and ensures compliance with legislative mandates.

This draft proposes a total municipal apportionment increase of \$43,993, from the 2025 increase of \$463,864. Please refer to page 2, to view the cost apportionment calculation for your specific municipality.

For 2026, SVCA staff worked extensively to reduce the levy impact well below early projections. Initial estimates were approaching 6%, and through significant internal adjustments and operational efficiencies the proposed increase was brought down to 4.6%.

The Board then directed that \$84,000 from Category 1 reserves be applied to further offset costs, resulting in a final apportionment increase of only 1.6%. This allows SVCA to maintain delivery of mandatory programs and services, while keeping the apportionment increase to one of the lowest in approximately a decade.

The development fee freeze imposed by the province in 2022 is expected to continue into 2026. The loss of revenue related to the freeze is significant.

At the next meeting of the SVCA Board of Directors in January 2026, they will discuss final approval of the 2026 draft budget. While this draft budget is intended for circulation amongst watershed councils, it's important to clarify that, through the Conservation Authorities Act, there's no need for a by-law or motion. Directors vote on behalf of their respective municipalities at the SVCA table.

SVCA remains committed to working collaboratively with its municipal partners to protect and enhance our shared watershed. We welcome the opportunity to present the draft budget to your respective councils upon request.

Sincerely,

Erik Downing

General Manager, Secretary-Treasurer, Saugeen Valley Conservation Authority 1078 Bruce Road 12, Box 150, Formosa ON NOG 1W0

e.downing@svca.on.ca (519)364-1255 ext. 241



2026 Saugeen Valley Conservation Authority Draft Budget						
Category of Program or Service – Summary	Apportionment	Self-Generated	Reserves	Special Benefitting Maintenance	Special Benefitting Capital	Category 2, 3 and MOU
Category 1: Mandatory Programs and Services	\$2,829,657	\$1,554,050	\$134,960	\$122,850	\$201,328	\$0
Category 2: Non-mandated program or service delivered to municipality through an agreement						\$116,144
Category 3: Programs and services are cost- apportioned with municipalities		\$1,142,611	\$275,000			\$116,883
SUBTOTAL	\$2,829,657	\$2,696,661	\$409,960	\$122,850	\$201,328	\$233,027
TOTAL 2026 SVCA BUDGET	\$6,493,483					

Municipality	2025 Apportionment	2026 Apportionment	Apportionment \$ Change	2026 Category 3 Cost Apportioning	Apportionment % Change
Municipality of Arran-Elderslie	\$69,251	\$70,345	\$1,094	\$2,818	1.58%
Municipality of Brockton	\$239,920	\$243,709	\$3,789	\$9,761	1.58%
Township of Chatsworth	\$81,860	\$83,152	\$1,292	\$3,330	1.58%
Municipality of Grey Highlands	\$119,901	\$121,795	\$1,894	\$4,878	1.58%
Town of Hanover	\$179,831	\$182,671	\$2,840	\$7,316	1.58%
Township of Howick	\$7,356	\$7,472	\$116	\$299	1.58%
Township of Huron-Kinloss	\$154,952	\$157,399	\$2,447	\$6,304	1.58%
Municipality of Kincardine	\$480,746	\$488,338	\$7,592	\$19,559	1.58%
Town of Minto	\$77,038	\$78,255	\$1,217	\$3,134	1.58%
Municipality of Morris-Turnberry	\$5,201	\$5,283	\$82	\$212	1.58%
Town of Saugeen Shores	\$594,050	\$603,430	\$9,380	\$24,169	1.58%
Municipality of South Bruce	\$134,147	\$136,265	\$2,118	\$5,458	1.58%
Township of Southgate	\$202,843	\$206,046	\$3,203	\$8,253	1.58%
Township of Wellington North	\$109,253	\$110,979	\$1,726	\$4,445	1.58%
Municipality of West Grey	\$329,317	\$334,518	\$5,201	\$13,398	1.58%
	TOTAL \$2,785,664	\$2,829,657	\$43,993	\$113,335	1.58%



Board Meeting Highlights

November 25, 2025

Land Acknowledgement

Communications Manager Chera Longston presented a video from St. Marys DCVI featuring a staff member and her daughter who is a student at the school! Also, a warm welcome to Molly Linklater, our new Indigenous Student Trustee.

Michael Bannerman and Patricia Smith Return as Chair and Vice Chair!

We are excited to share that both Michael Bannerman and Patricia Smith have been acclaimed as Chair and Vice-Chair and will return for 2026. Congratulations to both!





Good News

Stratford Intermediate School Acknowledged for Accessibility by the City of Stratford

Superintendent Cheri Carter was proud to share that she, along with Director of Education Graham Shantz and Stratford Intermediate School principal Erin Cassone, accepted the Accessibility Award from the City of Stratford's Accessibility Advisory Committee (AAC). This award acknowledges one business, organization or individual in Stratford that has worked hard to make their space or service more accessible to everyone. Congratulations!



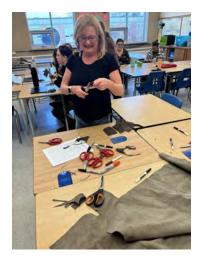




Professional Development Day Highlights

Superintendent Riley Culhane shared a summary of some of the professional development activities that were hosted across the district on Friday November 21. He explained that secondary educators gathered at Stratford District SS for an engaging keynote speaker who spoke about AI. They then chose from a variety of subject-specific learning opportunities that were delivered by central staff, school-based colleagues and Ed-Tech partners. Also, elementary educators welcomed parents/caregivers for in-person interviews to discuss progress report cards.

Superintendent Kathy Boyd shared that Educational Assistants and Child and Youth Workers completed role-specific training including ABA strategies, Behaviour Management System (BMS) training, and developing support plans for students.









School Showcase

Communications Manager Chera Longston highlighted **Hamlet Public School**, located in Stratford (Chair Michael Bannerman and Trustee Deepika Mishra), which serves approximately 230 students from Kindergarten to Grade 6. While it has no designated feeder school, students transition to Stratford Intermediate School for grades 7 and 8 and then to Stratford District SS for secondary education. The current building opened in 1986 and is led by Principal Shannon Hughes under the supervision of Superintendent Paul Langis.

Highlights from Hamlet PS include:

- Culture of caring and leadership: Staff are responsive to student interests. They offer many different clubs and activities that have been created based on student voice. Clubs like: Art, Crochet, Robotics, House league soccer, History, Lego, Mental Health and Well-being leadership team. Staff have intentionally designed a continuum of leadership and role modeling from upper grades to the younger grades with Spirit Teams and buddy programs. For example, their house league soccer for primary students involves grade 5 coaches and grade 6 referees.
- Community involvement: Hamlet "giving tree" supports school families who may need extra support (last year they provided 32 boxes of essential food items). In addition, primary grades spend time with the residents at Cedarcroft Retirement Home which is located across the street.
- Community of Belonging: Staff are committed to creating a space where all are welcome. Their "Everyone 'Bee'longs in the Hive" school identity project enable each student to identify their place in the school.







Days of Significance Wrap-Up (November)

Schools celebrated a number of relevant days/weeks/months throughout November - most notably, Remembrance Day. The video below provides a sampling of these activities!



Student Trustee Update

Student Trustee Julia Havenga shared that the senate has decided to launch a bottle drive in order to raise funds for their equity initiative. They are also interested in revising forms for field trips, clubs and sports in order to allow students to discretely indicate the need for financial support. Indigenous Student Trustee Molly Linklater reported that she will bring an update from the Indigenous Student Grand Council to the next meeting.

Senior Staff Updates

Climate Survey Launches for Staff and Parents/Caregivers

Superintendent Jane Morris shared that two climate surveys have been launched that align with the survey that students completed in the 2024/2025 school year. The <u>parent/caregiver version</u> is now available and will be shared widely throughout the coming days. All parents/caregivers are asked to complete the survey in order to support our school and board teams to better understand concerns, build strategies and ultimately improve the school climate. The survey is voluntary, anonymous and confidential and participants can skip any questions they do not wish to answer.

Future Board Meetings

Regular Board Meetings are held <u>in person</u> unless otherwise noted. Links to join the meetings online will be posted on the <u>Board Meeting page</u> the day before the meeting.

• Tuesday, December 9, 2025 at 4:45 p.m. (Regular Board Meeting, followed by Committee of the Whole, Closed Session)

Future Meetings/Events with Trustee Representation

Special Education Advisory Committee (SEAC) – Wednesday, December 3, 2025 (online)



Supervised Alternative Learning (SAL) – Wednesday, December 15, 2025



THE NEWSLETTER FOR ONTARIO'S PUBLIC WORKS PROFESSIONALS

INSIDE

- 2 TRADESHOW 2025
- 2025 PROVINCIAL TRUCK ROADEO
- **8** AORS UPDATE
- 13 PRESIDENT'S MESSAGE
- BEING AN ELECTED OFFICIAL IS NOT A SHIELD
- 18 FROM FACTORY FLOOR TO MUNICIPAL FLEET
- 19 IT'S TIME TO HARMONIZE HOW WE BUILD ROADS IN CANADA
- **21** EXECUTIVE DIRECTOR'S MESSAGE.
- 22 DESLUDGING IN NORTH MIDDLESEX
- 23 PROTECTING THE ENVIRONMENT IN SEGUIN TOWNSHIP

 26 LA NEWS
- **30** PWA ZONE
- SORRY, YOU CAN'T HAVE THAT

Making History at the Roadeo!

PAGE 6

25-21

1





LOOKING BACK ON THE **2025 AORS TRADE SHOW** AND WHAT LAYS AHEAD

Proudly Hosted By



SAVE THE DATE 2026 AORS TRADE SHOW

Renfrew County Road Supervisors Association JUNE 3-4, 2026

The 2025 AORS Municipal Public Works Trade Show, held June 4-5 at the Woodstock Fairgrounds in partnership with the Oxford County Road Supervisors Association, was the largest in the event's history. With over 300 exhibitors and well over 2,000 attendees from across Ontario and beyond, the show proved once again to be the premier gathering for municipal public works professionals, suppliers, and industry leaders.

Jim Borton, CRS-S, Trade Show
Committee President, praised the
collaborative effort that made the
event such a success, "this year's
trade show truly set a new standard.
The energy on the show floor was
incredible, and it was inspiring to see
the exchange of ideas, the innovative
products on display, and the
connections being made. Thank you
to every exhibitor, attendee, volunteer,
and partner who helped make this
AORS' biggest and best show yet."

The show featured live demonstrations, including the first-ever Battery Demonstration Booth showcasing cutting-edge equipment from STIHL, Greenworks, and Colvoy Equipment. Networking opportunities and product showcases kept the fairgrounds buzzing throughout the two-day event.

"This event is more than just an exhibition—it's where municipalities and suppliers come together to share knowledge, discover new technologies, and build lasting relationships. The

feedback from attendees and exhibitors has been overwhelmingly positive, and we are already looking forward to building on this momentum," says Dennis O'Neil, CRS-S, AORS Member Services Coordinator, who emphasizes the importance of the trade show to Ontario's municipal public works community.

AORS extends heartfelt thanks to everyone who attended, exhibited, and supported the 2025 show. Your participation is what makes this event a cornerstone of our association's calendar and a vital resource for our members.

The excitement is already building for the 2026 AORS Municipal Public Works Trade Show, hosted in partnership with the Renfrew County Road Supervisors Association, taking place

June 3-4, 2026, in Petawawa, Ontario.
Brad Faught, CRS-S, 2026 Trade
Show Committee President,
encourages everyone to mark their
calendars saying "Petawawa is ready
to welcome you! The 2026 show
promises to be another outstanding
event, with new features and the same
great networking opportunities our
attendees have come to expect.
Save the date—June 3-4, 2026—
and don't miss it!"

With over 80% of booth space already sold, exhibitors are encouraged to book early to secure their spot. For exhibitor information, contact the AORS office at admin@aors.on.ca.





2

Ross Mckenzie Memorial Golf Tournament

This year, the Oxford County Road Supervisors Association hosted the 30th Anniversary of the Ross McKenzie Memorial Golf Tournament that is hosted annually with the AORS Municipal Public Works Trade Show at the beautiful Craigowan Golf Club in Woodstock, Ontario.

Ross McKenzie was a Roads Superintendent with the Township of Lobo and the Township of West Nissouri. He was AORS' very first full-time Executive Director, when he suddenly passed away in 1993. Ross, and Shirley Dufton, worked out of the AORS' office, at 160 King Street in Thorndale (Township of West Nissouri). Both split their time working for AORS and the township.

We were pleased to be joined at the event by Ross' family—his wife Gayle, his sons Cam and Brent, and his grandson Charlie. Shirley Dufton also attended the evening. Gayle was kind enough to bring along some memorabilia that we put on display during the reception and supper for guests to enjoy seeing the history of AORS during Ross' tenure and all enjoyed the evening sharing stories and memories of Ross.

Congratulations to the team from Innovative Surface Solutions who won the Golf Tournament!





Trade Show Committee

Ross McKenzie Family

Gerald Simpson and Mike Ward from Viking-Cives

Family and Innovative Solution Winners



2025 AORS ANNUAL TRUCK SAFETY ROADEO

Ontario's Top Municipal Equipment Operator Crowned at Provincial Safety Truck Roadeo

The best of the best competed, and the results are in!

t the AORS Provincial Safety
Truck Roadeo held on
September 24 in Beckwith
Township, Josh Cousins from the City
of St. Thomas was crowned "Top
Driver of the Year." Taylor Blackburn
from Central Frontenac Township
earned first runner-up, while Jeff
Neilsen from the Municipality of Trent
Hills took home second runner-up.

The Roadeo, co-hosted by the Association of Ontario Road Supervisors (AORS) and the Lanark County Road Supervisors Association (LCRSA), brought together elite municipal equipment operators from across Ontario. Competitors had each earned their place at the provincial level by first winning local competitions, proving

their skill and commitment to safety in their communities.

Participants were challenged to complete a series of driving and safety tests designed to mirror real-world scenarios faced on Ontario's roads. Precision maneuvering, obstacle navigation, and vehicle safety checks all tested their abilities under pressure, while showcasing the professionalism and dedication municipal operators bring to their work every day.

"This event celebrates the dedication and expertise of municipal equipment operators," said Karla Musso Garcia, CRS-I, President of AORS. "Congratulations to all competitors—

your work keeps Ontario moving."

Local hosts were equally proud to welcome competitors, families, and supporters to Lanark County. "On behalf of the Lanark County Road Supervisors Association, I want to sincerely thank everyone who participated, volunteered, and helped make this year's Roadeo such a success," said Darwin Nolan, CRS-S, AORS Representative for LCRSA. "This event not only highlights the skills of our operators but also builds a sense of pride and camaraderie across municipalities."

The Roadeo is more than a competition—it's a celebration of the men and women who keep Ontario's roads safe, year-round. Congratulations to all participants on a job well done, and especially to this year's champions who have set the bar for excellence in municipal road operations.

















On August 21, the Transportation Professionals of Waterloo Region (TPOWR) hosted their annual municipal equipment roadeo. Among the many skilled operators who put their abilities to the test, one competitor made history. Darby Lehmann, an equipment operator with the Region of Waterloo, secured second place and earned the honour of representing TPOWR at the 2025 AORS Provincial Roadeo in Beckwith Township this past September.

Darby's achievement is groundbreaking—she is the first female operator to compete at the provincial level in the long history of the AORS Roadeo. Her success not only highlights her own skill and dedication, but also serves as an inspiration to other women considering careers in municipal public works.

We had the opportunity to sit down with Darby to learn more about her career path, what she loves about her work, and what advice she has for others looking to follow in her footsteps.

Can you tell us a little about your background and how you first got into municipal public works?

I'm 26 and have been driving with a DZ commercial license since 2018. I began by delivering HVAC, plumbing and electrical supplies to different job sites, but after a few weeks of learning and driving around with a coworker, the company I worked for said I couldn't continue because I wasn't 25. I was too young to be covered by their insurance. That's when I started looking for a new opportunity that would allow me at 19 to drive a commercial vehicle and get more experience. I first got into municipal work with EMCON working on the highway.

What led you to pursue a role as an equipment operator with the Region of Waterloo?

I always wanted to work at the Region, ever since I was 16. It's an amazing workplace because there are always new opportunities available, and the Region has provided me the support I need to grow as a person and as a professional.

Congratulations on your incredible finish at the TPOWR Roadeo! How did it feel to place second and be able to compete at the Provincials?

I'm excited to have this opportunity. TPOWR and AORS have done an amazing job organizing the roadeos. It is such a neat way to bring municipal workers together. I first heard about the roadeos from my dad, who competed in one 2 years ago and works for Bruce County. He is their grader operator in the summer and plow/patroller in the winter. To say he's proud of me for having come in second would be an understatement.

You're making history as the first female operator to compete at the AORS Provincial Roadeo. What does that mean to you personally, and what do you hope it means for other women in public works?

I'm excited to represent The Region of Waterloo at provincials alongside Kris, who took the top spot. I'm grateful to be representing not only the Region, but my colleagues, especially the other hard-working women. I'm hoping my accomplishment helps motivate other women in public works to try something new, challenge themselves and show everyone how capable they are.

Can you walk us through what it's like to compete in a Roadeo event? What's the most challenging part, and what do you enjoy most?

For me, the Roadeo is a friendly competition, but most importantly also a way to test myself. Yes, there may be









some bragging rights amongst coworkers. But the best part is the opportunity to meet new people from other yards and laugh and joke around and just have fun. It doesn't matter who you work for at the end of the day, we all do the same jobs and when it comes to plowing snow in the winter there is nothing more important than to know we all care for the public's safety when driving our roads.

What do you love most about your job as an equipment operator?

Personally, being 5'1 feet tall, it's fun to just drive a big piece of equipment, whether it's the loader or the plows. Instead of playing in a 4-by-4-foot sand box with Tonkas trucks, I actually get to live the real-life version of it.

What are some of the biggest challenges you face in your role, and how do you overcome them?

My past jobs have helped shape me and helped me adjust to working in this field. In the past, it was very difficult being a young, female driver. I was overlooked and told I can't do something because of my size, or my age, or because I'm a woman. This is changing. Stereotypes are fading, making work easier and more

welcoming, and allowing everyone to stand out and prove themselves. I think my ability to do my job well every day helps overcome these difficulties and I don't face these challenges or obstacles at the Region of Waterloo.

How has your team at the Region of Waterloo supported you in your career journey?

The Region does a great job of being inclusive and making opportunities available to everyone. Never once have I felt uncomfortable or that my ability was not good enough. I'm currently in the Operation Program at the Region, doing bridge washing in the spring and during the summer we are crack sealing on the roads. The people here who I see more than my actual family, have become a second family to me. To go home stress free and wake up in the mornings not dreading going to work is the best.

Why do you think more women should consider a career in municipal public works?

If other women are thinking about municipal work they should give it a shot. There are tons of different job options in municipal work. The Region and Cities have different opportunities, so there are so many options to find your spot and something you enjoy. It's also a job with opportunities to grow, starting off as a worker to someday becoming a lead hand and then supervisor.

What advice would you give to young women or girls who may be considering a future in this field?

The advice I would give would be the same for anyone who is considering working as an equipment operator. Consider what you want out of a job, and how it can fit with your life. Come in with thick skin and a willingness to learn. Then show people what you can do and that you are good at it.

What does it mean to you to be a role model for other women entering the industry?

I am honoured to be a role model for women in the industry, but truthfully I wouldn't be here if it wasn't for the amazing women I already work with who have paved the way for me. I look forward to being the first of many to compete at provincials. All I can say is: anything is possible, if you're willing to go through with it. You are your biggest obstacle in life.

APPS Late

ANNUAL GENERAL MEETING

March 31, 2025

- **Brian Anderson, CRS** received his Long Term Service Award for his dedication to the road sector and the AORS Certification Board.
- 2 Don Hamly, CRS-S, received his Long Term Service Award with his retirement notice from the Township of Hamilton as the Foreman of Road Operations.
- **3** Ron Cooper retired from the Town of Hanover as the Director of Public Works, and received his Long Term Service Award.
- 4 Mark Bennett from the City of London received his PWLDP Certificate of Completion.
- 5 Sanford Clause, CRS-S from the Oneida Nation of the Thames received his PWLDP Certificate of Completion.
- **James Lane, CRS-I** from the Town of Caledon received his PWLDP Certificate of Completion.
- **7** Curtis O'Brien, CRS-I from the United Counties of Leeds and Grenville received his PWLDP Certificate of Completion.
- **B**Dax McAllister, CRS-S from the City of Greater Sudbury received his PWLDP Certificate of Completion.
- Jamie Simpson, CRS from the Municipality of Chatham-Kent received his PWLDP Certificate of Completion.
- 10 Brad Wilson, Assoc R.S. from the City of Belleville received his PWLDP Certificate of Completion.
- John Rivers from Cedar Signs was awarded the Larry Maddeaux Volunteer of the Year Award for his dedication to local associations, including his work putting together trade show brochures like the one from the recent 2025 Oxford County trade show.
- 12 Dave Lukezich, Assoc R.S. was awarded the Marvin D. Halladay Education Award for having the highest mark in all eight modules of the Public Works Leadership Development Program (PWLDP).











Thank you to everyone who attended AORS Annual General Meeting in conjunction with the Good Roads Conference on Monday March 31, 2025. For the second year in a row, we had over 200 people in attendance! In addition to normal business, a number of members were recognized including the graduates of the Public Works Leadership Development Program (PWLDP), the winner of the Marvin D. Halladay Memorial Education Award, recipients of the Long Term Service Awards and the winner of the Larry Maddeaux Volunteer of the Year Award.



President Karla Musso-Garcia, CRS-I was joined by her husband, children, brother and parents to cheer for her as she was inducted as President!















AORS Update



YOUR AORS **2025 EXECUTIVE**

At the AGM in March, your new AORS Executive was announced.

Your Executive L-R: Immediate Past President Joe Reid, CRS-S (District 8 Road Supervisors Association), 2nd Vice President Jim Borton, CRS-S (Oxford County Road Supervisor Association), President Karla Musso-Garcia, CRS-I (Simcoe County Road Supervisors Association) and 1st Vice President Cyrus Rife, CRS-I (Transportation Professionals of Waterloo Region).

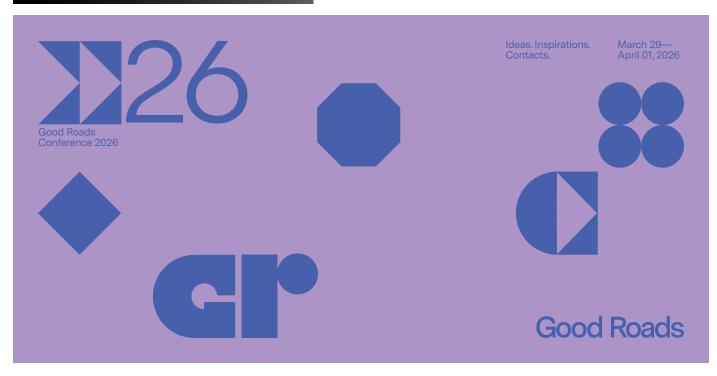


At our 2025 Annual General Meeting, we took a meaningful step in ensuring that one such extraordinary volunteer is never forgotten. Moving forward, the AORS Volunteer of the Year Award will be known as the Larry Maddeaux Volunteer of the Year Award.

Larry Maddeaux, CRS-I is more than just a volunteer; he is a mentor, a leader, and a tireless advocate for AORS and the people behind it. His contributions to AORS are immeasurable, from mentoring new members, being the Spotlight Committee Co-Chair, to being the face of AORS at events that strengthened our network across Ontario. He embodies the very spirit of service that this award represents.

By renaming this award in his honor, we ensure that Larry's passion lives on—not just in name, but in the continued spirit of volunteerism he so deeply values. To every volunteer who follows in his footsteps, this award will serve as a reminder of what true dedication looks like.

Thank you, Larry, for everything you have done. And thank you to all of our volunteers—past, present, and future—who help make AORS the strong and supportive organization it is today.



SPOTLIGHT

et ready to start raking leaves and putting away all that summer lawn furniture you just pulled out, because fall is just around the corner and the campaign to launch the 40th edition of that most useful and trusting Municipal Magazine "Spotlight" has begun.

Yes, if you missed out renewing your ad in time to be entered into the draw that was held on Sept. 11th, you will probably be contacted by one of our professional and knowledgeable committee members very soon.

I would like to take a moment and congratulate Cornell Construction Limited, a dedicated Spotlight Supplier member since 1992, for renewing their ad at the 2025 Trade Show before it ended and successfully won the free Trade Show booth in next year's 2026 Show in Petawawa.

Again, this year Derek Scholten of Colvoy Equipment, my co-chair and I would be very disappointed if any of our loyal supplier members missed out on the opportunity to advertise their services and/or products in what I would like to believe is one of the most valuable pieces of equipment

a Municipal employee needs in the office or their vehicle.

It is my sincere hope that this 40th edition will break the record for the number of ads, as we have a great team of very dedicated committee members. My call for new members at our last meeting did not fall on deaf ears.

Dan O'Brien from Creighton
Rock Drill, Kyle Boulet from Amaco
Construction (replacing Larry
Andrews), Shawn Blackmore from
Charles Jones Industrial, Chris Mantha
CRS-S from Petawawa, and Mike
Fletcher CRS-I from Niagara Region,
all came on board as new committee
members with Don Hamly CRS-S and
Kyle Lewis stepping down. We thank
Larry, Don, and Kyle for their support
on the committee. Check out our full
list of committee members in the
front of the book as well as our
special new advertiser's page.

November comes as quickly as summer disappeared, so get online and fill out our easy-to-use Fillable Spotlight Form and miss out on all the annoying emails and phone calls from our numerous committee members.

Remember you not only get your ad placed in a plastic spiral bound, 4000 copy, Canadian Produced and Printed, easily read, high quality, gloss hardcover magazine, at a very



Larry Maddeaux , CRS-I Spotlight Committee Co-chair

reasonable price, but for no extra cost you get included in the Spotlight Searchable Online Directory and your ad placed in a very impressive online flipbook version on the AORS website. This online flipbook version has the look and feel of the hardcopy but with individual ads hyperlinked from the index pages. It also has a database, searchable by company name, product, or keywords.

In closing I would like to thank all our supplier members especially those that have been with Spotlight since 1987. Champion Equipment, Den-Mar Brines, Spriet Associates, Valley Blades, and Viking-Cives Group.

I only have a limited space so please take a moment and check the entire list of Long Term Advertisers in the front of the book and remember when dealing with any or all of our suppliers let them know- "YOU SAW THEIR AD IN THE NEWEST EDITION OF SPOTLIGHT"

Every September, we draw a prize for a \$1,000 gift card of your choice for any member who brings in a new Spotlight ad. This year, the winner was Larry Maddeaux! Spotlight Co-Chair Derek Scholton from Colvoy Equipment presented Larry with his gift card, so he can get a new BBQ! Remember, you don't need to be a Spotlight Committee member to be added to the draw—just make sure your name is listed as the AORS Representative on their Spotlight application!

AORS Update



Your AORS Representative brings forward your concerns, questions and ideas to the Board of Directors, so be sure to reach out to them! Welcome to our new Directors.







David Moncion, CRS-I

Public Works Supervisor for the Township of Sables-Spanish Rivers

David started his municipal career in 2007 as an intern Project Coordinator for the Township of Sables-Spanish Rivers and was first introduced to AORS for the first time participating in LA meetings with the Manitoulin & Northshore Road Supervisors Association. In 2007 he attained his OACETT C. Tech designation. From 2013 to 2019 he became Manager of Public Works for the Township of Larder Lake. In 2018 he achieved his CRS-I designation with AORS, and his CMM III with an Infrastructure Specialist enhancement with **Ontario Municipal Managers** Institute in collaboration with Ontario Good Roads. In 2024 he returned to where his municipal career had started, becoming the Public Works Supervisor for the Township of Sables-Spanish Rivers. In 2025 he was nominated President and AORS Representative for the Manitoulin & Northshore Road Supervisors Association.

Kate Walkom

Supervisor of Traffic Safety & Operations for the Town of Georgina

I'm the Supervisor of Traffic Safety & Operations for the Town of Georgina where I lead programs that focus on improving road safety, active transportation, and municipal operations. My journey in public works began over a decade ago as a university student working in Operations for the City of Pickering, and I've been passionate about municipal service ever since.

I hold a Masters degree in Bioenvironmental Monitoring & Assessment from Trent University and a Bachelor of Science in Environmental Sciences from the University of Guelph. I look forward to pursuing professional designations like CRS-I that will deepen my understanding of municipal operations and help me continue growing as a leader in traffic safety and public works.

I live in York Region with my husband and our three kids. Being part of the York Region Roads Supervisors Association as both Director and Secretary has been a great experience, and I'm excited to collaborate with Board Members across Ontario and contribute to the AORS team.

Ann Carr

Nipissing Road Association

My grandfather was on council in Monteagle Township, now Hastings Highlands, for 18 years. Although I did not expect to follow in his footsteps, my upbringing provided a deeprooted sense of community.

I began my municipal career in the Township of Bonfield where I was given opportunity to learn the industry and the importance of working in my community. Eleven years later I am currently the Public Works Superintendent in the Municipality of Calvin. Working in Public Works in small communities such as Bonfield and Calvin, means that roads is not all I am responsible for. The position also entails waste management, parks and recreation, as well as cemeteries. Having the ability to manage diverse responsibilities provides a strong sense of community as well as an opportunity to be committed to public service.

I am proud to represent the Nipissing Road Association on the Board of Directors with AORS where I can contribute to advancing the professional standards and supporting public works professionals across the province of Ontario.

PRESIDENT'S Message

2025 President Karla Musso-Garcia, CRS-I



After what felt like a never-ending winter, we shook off the cold, and before we knew it, we were deep in tree and road maintenance projects and are now already preparing for fall and winter again. With so many events along the way, summer seemed to pass in the blink of an eye. As we turn into fall, our members' focus is on ensuring our roads, equipment, and teams are ready for what's ahead.

Being a public works professional is more than a job, it is an important part of a community and in the current state of the daily news that can feel divisive and uncertain, our profession provides something steady: safety, stability, and connection to the communities we serve. We build, we maintain, we quietly hold communities together, often behind the scenes, out of the spotlight, but always making a real difference. And I know I would hear from Larry Maddeaux, CRS-I if I didn't clarify that you should be in SPOTLIGHT, remember to reach out to Larry for details!

As Past President Joe Reid, CRS-S said, we are "Public Works Superheroes." Not because we occasionally pull off what at times can feel like miracles when we are in the thick of it, but because what we do is essential and we lead our teams to do it with pride.

This year so far has been especially meaningful to me as AORS's first female president. I've had the privilege of seeing the association's strength and opportunities firsthand. Together, we've continued to lay a strong foundation through the development of a new constitution, a new Strategic Plan, Corporate processes reviews, enhanced outreach, and the continued focus on enhancing training programs all designed to support our members and ensure AORS thrives well into the future.

We've also celebrated milestones that reflect the growth in our industry and association. For the first time in our Provincial Roadeo, we had a female competitor, Darby Lehmann representing TPOWR competed at this year's Provincial Roadeo. Her participation is not just a first, it is an inspiration, showing talent and opportunity within our association. Our board also now has three female directors including Ann Carr from Nipissing Road Association and Kate Walkom from York Region Road Supervisors Association. As well, we are growing and bringing on new local associations.

This year was filled with loss and legacy as we continue to honor those who paved the way. The leadership of past presidents, including the late Paul Dalton, Brian Kral, and Ross MacKenzie continues to be evident as they continue to guide us through our mentorships, collaboration, and strong foundation. Legacy was also felt at this year's AORS Tradeshow and events, held in Oxford County which was bursting with energy and the public works spirit. From being able to honour Ross MacKenzie again with his family present at the golf tournament, to the exchange of knowledge and ideas from vendors and students that will carry us well into the year ahead. Amazing record setting show from Jim Borton, CRS-S and the Oxford County Road Supervisors Association team!

My environmental mindset continues to be a key part of our work and partnerships. From highlighting the great products our vendor members provide, to the practices we use daily, to initiatives training and funding opportunities; we are maintaining sustainable communities with innovative grassroots problem solving our members are known for. And yes, after the ice storm this past spring that left so many communities

damaged, some of us got more "hands-on" environmental exposure than expected.

As a wonderful man once said, "The future is bright for AORS", and with trees constantly being on my mind as of late, I see our work like planting trees for the long term: we are not only planting the seeds, we are growing strong roots now, so that future generations can enjoy the shade, stability, and community we've built together. Programs like the Municipal Public Works Operator Program and the demand for these opportunities is overwhelming, and as our summer students return to school, remember we are already nurturing the next generation of professionals, bringing fresh ideas, energy, and enthusiasm to municipalities across Ontario.

We are entering a chapter full of growth, opportunity, and collaboration, where together as leaders in the industry, we're planting roots that will support our association and the public works community for years to come, roots so strong even the wildest ice storms can't knock them over. I'm proud to be part of this team and grateful for each of the public works professionals, the people who show up, roll up their sleeves, and make the tough jobs look easy. Public works isn't glamorous, but it matters every day to everyone, and I wouldn't want to do it with anyone else. Here's to keeping our roads safe, our teams strong, our trees growing, and our collaboration as neighbours, always along the way, cause we all know it's those small moments that make the biggest difference.

Sincerely, **Karla Musso-Garcia, CRS-I**President, Association of Ontario
Road Supervisors (AORS)

AOBS LICE

AORS Board and Suppliers Gather in Waterloo Region for Annual Meeting and Networking

On September 11, the AORS Board of Directors, staff, and supplier members were warmly welcomed to the Transportation Professionals of Waterloo Region (TPOWR) area by 1st Vice President Cyrus Rife, CRS-I, for the Annual Supplier-Director Meeting and an afternoon of networking.

The day began with the Annual Past Presidents Advisory Committee Meeting, where AORS Past Presidents came together to reconnect, share their experience, and provide valuable guidance to the current Executive. Their continued engagement helps ensure that AORS remains strong and forward-thinking.

From there, the focus shifted to our valued Supplier members. The open dialogue allowed both AORS leadership and suppliers to explore how we can continue working together to better support our local associations and communities across Ontario.

After a productive morning, it was time to relax and network. Attendees enjoyed their choice of activities: a round of golf at the scenic Grey Silo Golf Club, or a guided bus tour with stops at some of Waterloo Region's highlights, including the St. Jacobs Farmers' Market, Murphy's Law Distillery, and Rural Roots Brewery.

Reflecting on the event, Cyrus Rife shared, "it was an absolute pleasure to host the AORS Board, staff, and suppliers here in the beautiful Waterloo Region. We are proud of everything our community has to offer, and it was wonderful to share that with colleagues while building relationships that strengthen AORS as a whole."

The day was a great reminder of the value of collaboration—bringing together the wisdom of our past leaders, the innovation of our suppliers, and the commitment of our Board and staff to support the future of municipal public works in Ontario.

















During the Suppliers-Director meeting, Past-President Joe Reid, CRS-S and 1st Vice-President Cyrus Rife, CRS-I completed a 50/50 draw to raise money for The Food Bank of Waterloo Region. \$330 was donated, providing 660 meals to the Waterloo Region!



On July 2, 2025, I appeared before the Ontario Standing Committee for Heritage, Infrastructure and Cultural Policy to speak in favour of Bill 9 on behalf of our AORS members. While the need for Bill 9 has become increasingly important, the Bill presented by the Minister of Municipal Affairs and Housing Rob Flack, does not go far enough to protect municipal staff. Below you will find the comments I provided to the Standing Committee with our recommendations.

Good afternoon Chair and Members of the Committee,

Thank you for the opportunity to speak with you today regarding Bill 9. My name is Kelly Elliott, and I am speaking to you representing the Association of Ontario Road Supervisors. I am here to voice strong support for this Bill on behalf of AORS, and to advocate for the critical improvements still needed to protect municipal staff across Ontario.

I would first like to extend my thanks to the Honourable Minister of Municipal Affairs and Housing for once again bringing forward legislation to strengthen codes of conduct for municipal elected officials. This is not the first time legislation has been introduced, and the persistence to address this longstanding issue is appreciated.

But let me be clear: the municipal employees across Ontario that AORS represents, do not have the same rights to a safe and respectful workplace as any other worker in this province does. They are expected to work under the authority of elected officials—mayors, councillors, reeves—who can commit acts of abuse.

harassment, or discrimination without meaningful consequences.

Unlike in the private sector or broader public service, there is no mechanism for removal of elected officials whose behaviour is egregious or violent. There is no protection from retaliation for those who report misconduct, and there is no safety net for staff trying to do the right thing by speaking up.

Right now, the only consequence for an elected official who retaliates against a staff member for filing a complaint is... another Integrity Commissioner complaint. There are no real safeguards, no whistleblower protection, and no assurance that their jobs, their mental health, or that their safety will be preserved. This is unacceptable.

Bill 9 takes an important step in recognizing that gaps exist. But it must go further, particularly when it comes to enabling the removal of officials found to have committed serious acts of harassment or violence.

Previous versions of this legislation proposed a judicial review process, which added a layer of independence and fairness. That safeguard is missing in Bill 9. Instead, the current version returns the decision to municipal councils—many of which

are rife with political alliances or fear of setting precedent.

If Council is to retain this authority, then at a minimum, the threshold for removal should be changed from unanimous consent to two-thirds support. Otherwise, a single colleague can shield an abuser from consequences.

Beyond that, having the decision for removal to go back to Council is not best practice. We believe the government must establish a provincial Integrity Commissioner Panel—an independent body of qualified professionals who can oversee the most serious cases with transparency and objectivity instead of only the Provincial Integrity Commissioner. This distributes power at this level, helping to support a fair and balanced expert recommendation on any Code violation. Council should be removed completely, as relying on local councils to be the last standing tier for the adjudication the most severe breaches of conduct is neither fair to victims nor effective in delivering accountability.

In addition, we urge the Committee to consider these nine critical recommendations:



- 1. Whistleblower protection: Municipal employees must be able to report misconduct without fear of losing their jobs or being targeted. Protection must be embedded in the legislation.
- 2. A duty to report: Safe workplaces are everyone's responsibility. All municipal officials and staff should be required to report known or suspected abuses.
- **3.** Include workplace discrimination as a specific violation in Codes of Conduct. Discrimination— whether based on gender, race, disability, or any other protected ground—is a form of abuse, and must be treated as such.
- **4. Prioritize egregious acts** of violence, harassment, and abuse that create a hostile workplace and pose a safety risk to others. These cases must move to the front of the line and be resolved swiftly.
- 5. Strengthen penalties: Any councillor removed for a serious code violation should be ineligible to run again for at least two full terms, and must disclose their prior removal when seeking future office.
- **6. Expand penalty options:** If removal isn't actioned, there must be a menu of alternative penalties available—greater than simple reprimands or suspensions of pay. Consequences must be proportionate and enforceable.
- 7. Dismissal of frivolous complaints: Integrity Commissioners must have clear authority with specific provisions to dismiss frivolous or vexatious complaints, so the process remains focused and fair.
- 8. Minimum standards for Integrity Commissioners:
 All ICs should be required to meet consistent
 professional qualifications and training to ensure
 consistent application of the code and public trust.
- 9. Automatic leave for criminal charges: If a councillor is charged with assault, they should be placed on leave—just like we expect for police officers, firefighters, teachers, or any other public servant. If convicted, removal should be automatic. It's a basic standard of integrity for holding public office.

In closing, the role of a councillor is a privilege. It is not a shield for the perpetration of abuse. Municipal employees deserve dignity, safety, and respect—just like every other worker in this province. Let's not allow loopholes, politics, or outdated processes to prevent that any longer.

Thank you for your time.





BY MONIKA PINEDA

COMMUNICATIONS MANAGER, MUNICIPALITY OF CENTRAL ELGIN

he Municipality of Central Elgin recently toured the Trackless Vehicles plant in Courtland, Ontario, to see first-hand how the Municipality's recently purchased Trackless MT7 municipal tractor was built.

For Central Elgin, Trackless equipment is more than machinery; it powers the daily services residents rely on. These versatile units are used year-round for winter sidewalk plowing, sweeping, mowing around guardrails, and even managing invasive phragmites. When our 2010 Trackless sidewalk machine, with 2,500 operating hours, began experiencing significant engine issues, it became clear the unit had reached the end of its service life. Since most machines last 10 to 15 years, depending on maintenance and operating conditions, replacing the 2010 unit was timely and necessary.

Purchasing a new municipal tractor is a major investment. During the plant tour, Mayor Andrew Sloan and staff gained valuable insight into how the equipment is built and the rigorous quality standards behind each unit.

Trackless Vehicles Manufacturing Facility

The Courtland plant spans 110,000 square feet on 28 acres and has been operating since 2002. It features

CNC machines, robotic welding, laser cutting, and an in-house paint line to ensure precision and quality. The assembly line is designed for both safety and productivity, and a 500-horsepower Cummins generator maintains uninterrupted operations during power outages. Trackless Vehicles continues to invest in its infrastructure, including a 10,000-square-foot warehouse expansion in 2017 to support growth and production capacity. Seeing the production process firsthand helps staff make informed decisions about fleet maintenance, replacement cycles, and long-term investments.

Ensuring Value in Municipal Fleet Investments

This kind of due diligence reflects our broader responsibility as stewards of public funds. Every dollar we invest in fleet replacement must balance fiscal responsibility with service reliability. Residents may only see the final product and the service provided—the plow clearing a sidewalk after a winter storm or the tractor mowing roadside grass—but behind that service is a long chain of decisions, partnerships, and factors that influence cost and availability.

In today's climate, those factors increasingly extend beyond Canadian borders. International trade agreements and tariffs have added new layers of complexity to equipment procurement.

Pictured (Left-Right): Joe Lampert, Sales Representative, Work Equipment Ltd.; Cindy Vermeer, Senior Engineering Technologist, Municipality of Central Elgin; Alex Piggott, Manager of Water, Wastewater and Roads Operations, Municipality of Central Elgin; Andrew Sloan, Mayor of Central Elgin; and Kevin Luckhardt, Sales Representative & Factory Support. Trackless Vehicles.

Even when prioritizing Canadian-made products, specialized machinery often relies on globally sourced components, making it essential for public works professionals to understand how these supply chains function and how they can affect local budgets.

Central Elgin's investment in a new Trackless MT7 not only ensures reliable service delivery but also supports a local Ontario-based manufacturer. It's an example of how municipalities can balance the immediate needs of their community with long-term planning, global awareness, and financial stewardship.

For public works, equipment is about trust. Trust that sidewalks will be safe in winter, roads will be maintained in summer, and tax dollars are spent wisely. By understanding the equipment we purchase and the facilities that produce it, we reinforce that trust, ensure fiscal responsibility, and maintain the dependable public services our communities expect.

It's Time to Harmonize How We Build Roads in Canada



BY STEVEN CROMBIE, SENIOR DIRECTOR OF PUBLIC AFFAIRS AT THE ONTARIO ROAD BUILDERS' ASSOCIATION.

As we prepare for another winter and another pothole season that will set in, Canadians will once again find themselves questioning the state of our roads. While the freeze-thaw cycle is a natural culprit, the inconsistency in how we design and build roads across our cities is a problem entirely of our own making.

In Canada, every municipality is responsible for its own road design specifications. This might seem like a technical nuance, but it has real and costly consequences. Contractors bidding on public works projects must constantly adjust to unique local specifications, even when working just a few kilometres apart. What's worse, these microdifferences create barriers to trade and mobility not just between provinces—but within them. In no other sector do we tolerate this level of fragmentation.

Compare that to the United States, where state departments of transportation (DOTs) set standardized design frameworks. Municipalities build within them. This alignment fosters competition, creates efficiencies, and reduces costs—an approach we would do well to emulate.

One of the clearest examples is asphalt design. In Ontario alone, municipalities use varying standards for mix types, materials, and performance expectations. By harmonizing asphalt specifications across

jurisdictions, we can unlock measurable cost savings for cities and better value for taxpayers. Contractors would no longer need to retool operations for every municipal job, saving time and money. Material producers could achieve economies of scale. And most importantly, roads would be built to consistent, high-performance standards that stand up better over time.

There's also a broader economic benefit. In a global environment increasingly shaped by volatility—think supply chain disruptions and tariffs under Trump-era trade policy—Canada must look inward to improve productivity and reduce self-imposed inefficiencies.

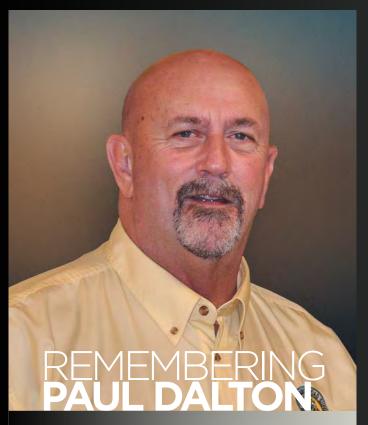
Harmonizing road design is low-hanging fruit.

The potential payoff is significant. A standardized approach would support job creation by making it easier for contractors to operate across municipal borders. It would increase project completeness and delivery speed by reducing

confusion and design rework. It would allow municipal staff to focus more on asset management and less on custom engineering. And critically, it would stretch limited infrastructure dollars further at a time when cities across the country are facing mounting fiscal pressures.

We're not talking about handing all authority over to upper levels of government. Municipalities should retain control over priorities and investments. But when it comes to how we design the roads themselves, adopting shared technical standards—just like we do with the national building code—is simply common sense.

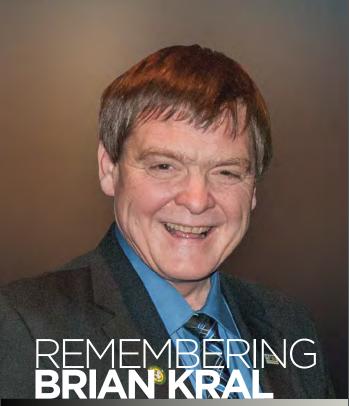
Canadians deserve durable roads, efficient use of their tax dollars, and a construction sector that is built to compete. As another winter gives way to the cracks and craters of spring, let's not just patch our roads—let's fix the way we build them in the first place.



Paul joined the AORS Board of Directors representing Lambton County Road Supervisors Association in 2000, and served as their representative until 2023. Paul served as the President for two consecutive years in 2004 and 2005.

Paul worked at the Township of Dawn-Euphemia for over 45 years and dedicated himself to the residents. "He was more than just a colleague to his work family—he was a trusted friend, a local legend, and someone who would drop everything to lend a hand. He was well known for his colorful expressions and sharp sense of humor, always bringing laughter and light to those around him. His absence leaves a void not only in the Township but in the hearts of all who had the honor of knowing him," says Mayor Alan Broad from the Township of Dawn-Euphemia.

Paul passed away suddenly on April 16, 2025.



Brian Kral served as President of the Association of Ontario Road Supervisors in 2013, and was a dedicated Director on the Board.

Brian dedicated his career to public service with the City of Thunder Bay, where he worked in Public Works for over 30 years, ultimately as Supervisor of Maintenance Operations, Roads North before retiring in 2016. He was known for his professionalism, mentorship, and commitment to strengthening Ontario's municipal public works community.

As President of AORS, Brian championed training, collaboration, and the value of the Certified Road Supervisor designation, inspiring others to take pride in their profession.

EXECUTIVE DIRECTOR'S MESSAGE

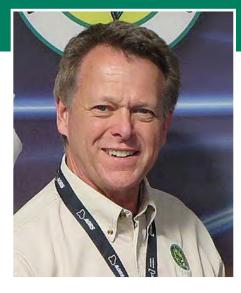
Family and Community

As I previewed the articles for this edition of the newsletter, I noticed a recurring theme: the importance of family and community. In the 13 years that I've been Executive Director of AORS, I've been reminded many times of the importance of community and family. Not just in general terms, but specifically as it applies to our members. The men and women who make it their mission to ensure the roads and other critical infrastructure that their communities depend upon are constructed and maintained to standards that ensure a level of safety and quality of life that so many of us take for granted. As populations age and as they migrate from urban to rural municipalities, expectations change. So do the demands on our members.

They, and their staff, would not be able to deliver these services if it wasn't for the support and sacrifices of their own families. The long hour and the 3 a.m. call-ins. The extreme weather events and the emergency declarations. Not to mention the casual encounters at the grocery store with concerned citizens who expect better service.

This is the third year that AORS has been participating in the Level Up Skilled Trades Career Fairs across Ontario. Not to mention other local career fairs hosted by municipalities. I've participated in several, and I'm always surprised at how many young people who stop at our booth have no idea what public works is, let alone the critical role it plays in making their communities livable. What can we do to ensure the communities where we work and live understand and appreciate the important roles our members play? And how do we convince families to instill that passion in their children, and encourage them to pursue a career in public works?

While each of us has our immediate family to lean on, we also belong to families in the broader sense, such as the municipality or company that you work for, or the Local Association you belong to. In my case that includes the AORS staff, a small but dedicated team that works diligently to support our members. It also includes the AORS Board of Directors, a devoted group of volunteers who commit their own personal time to represent their Local Association members at the provincial level, and provide leadership and oversight on behalf of their members. And of course, all AORS members are part of a large family that supports one another, whether it means sharing best practices or sharing resources.



As families and communities grow, they become more diverse. AORS is no exception. While most of our members share many common roles and responsibilities, they vary based on several factors, such as large vs small municipalities, rural vs urban, northern vs. southern, and different demographics. How does AORS find the common ground that brings our members together? At their September meeting, the AORS Board of Directors approved a new Strategic Plan for 2026-2030: named The Future is Bright for AORS, a phrase frequently used by the late Paul Dalton. The plan was developed by bringing our directors and members from across the province together, to share and prioritize their concerns and challenges, and brainstorm strategies to deal with them.

In closing, family and community are the drivers for so much of what our members do. And I'm honoured to be part of the AORS family.

John Maheu Executive Director

As families and communities grow, they become more diverse. AORS is no exception. While most of our members share many common roles and responsibilities, they vary based on several factors, such as large vs small municipalities, rural vs urban, northern vs. southern, and different demographics."



The Municipality of North Middlesex is currently completing the Parkhill Lagoon Desludging Project, an important investment in the community's water and wastewater infrastructure.

This preventative maintenance project involves removing built-up sludge from the lagoon system to improve efficiency, protect local waterways, add additional housing capacity, and ensure reliable long-term service for residents. By acting now, North Middlesex is taking proactive steps to safeguard the environment and extend the lifespan of critical infrastructure.

"I want to thank the Canada Mortgage and Housing Corporation for their support, as well as our contractor, consultant, and the entire project team for their hard work in making the Parkhill Lagoon Desludging Project a success. By maintaining the lagoon today, we're protecting our local waterways and making sure Parkhill residents can count on reliable service for years to come, while doing our part to support

ongoing housing development." Said Samuel Shannon, Director of Infrastructure and Operations.

"Routine desludging is essential to maintaining the efficiency and longevity of our infrastructure. It not only prevents blockages and environmental hazards but also ensures safe and reliable service for our communities." Said Faishal Diwan, Manager of Infrastructure. Work is nearly completed at the Parkhill Lagoon, with minimal disruption expected for local residents. Regular lagoon maintenance projects such as this one play a key role in ensuring that municipal wastewater systems continue to operate effectively and meet environmental standards.

Protecting The Environment in Seguin Township

BY **TOM MCLEOD**, DIRECTOR OF PUBLIC WORKS, SEGUIN TOWNSHIP

eguin Township is a thriving municipality located in the regional district of Parry Sound with a deep commitment to prioritizing the environment. Seguin has a strong working relationship with the UNESCO designated Georgian Bay Mnidoo Gamii Biosphere (GBB) and Generations Effect, the consulting social enterprise of GBB. Generations Effect (GenE) offers services that advance ecosystem health, collaborative partnerships, climate and energy solutions, and contributes to the financial sustainability of GBB as a non-profit registered charity.

One of the most successful collaborations to date was inspired by events related to the pandemic, when grassy areas at Seguin Township transfer stations became overgrown, revealing an abundance of native wildflowers. Ratepayers, known to have a passion for the natural features of Seguin Township, did not complain about the overgrowth. In fact, the Township received compliments from ratepayers and others in response to this 'return to nature.' This happy discovery inspired collaboration on a robust native species planting project!

Seguin Township, like all municipalities, must cut back roadside growth to enhance visibility and safety.

Unfortunately, this work causes significant wildflower loss. Inspired by the wildflower growth at transfer sites. Generations Effect and Sequin Township launched a planting project that for the last two years, has led to native species plantings at several of Seguin's transfer sites, cemeteries and other public spaces in the spirit of keeping strong wildflower stock present. One benefit of these designated areas is the higher quality milkweed for monarch butterflies that can grow in these protected spots. Milkweed on roadsides can often get covered in dust and calcium and draws monarchs closer to threats of collision with cars.

Native plants matter because they occur naturally in a region, having co-adapted to local conditions alongside other native species, such as pollinators, that rely on them.

Across Ontario there are thousands of pollinator species that play a vital role in supporting the overall health of ecosystems and other species, as well as producing many different food crops that people depend upon. But pollinator species are in serious decline, in part due to habitat loss. Native plants are the safest bet when it comes to creating habitat for pollinators!

For the Seguin projects, native plants were sourced by GenE from Grow Wild, a native plant nursery in



Ontario (https://www.nativeplantnursery.ca/). Species were selected based on hardiness (ensuring minimal water is needed to get established), and a variety of bloom types and timing, serving both

aesthetic and pollinator needs.

Hundreds of individual flowers, ferns, and shrubs have been planted, such as: asters, milkweeds, wild columbine, black-eyed Susan, and dogwoods. After planting, the sites are staked and small signs put in place. Already success is visible as mature plants establish and flower each year!

GBB provides a number of free resources to support natural habitat in the Biosphere region, along the eastern shores of Georgian Bay, such as a "Best for the Biosphere" list, and a "Planting for Pollinators" guidebook available online (https://georgianbaybiosphere.com/conservation-guides/#plants).

For more information, visit:

- » www.seguin.ca
- » www.georgianbaybiosphere.com
- » www.generationseffect.com





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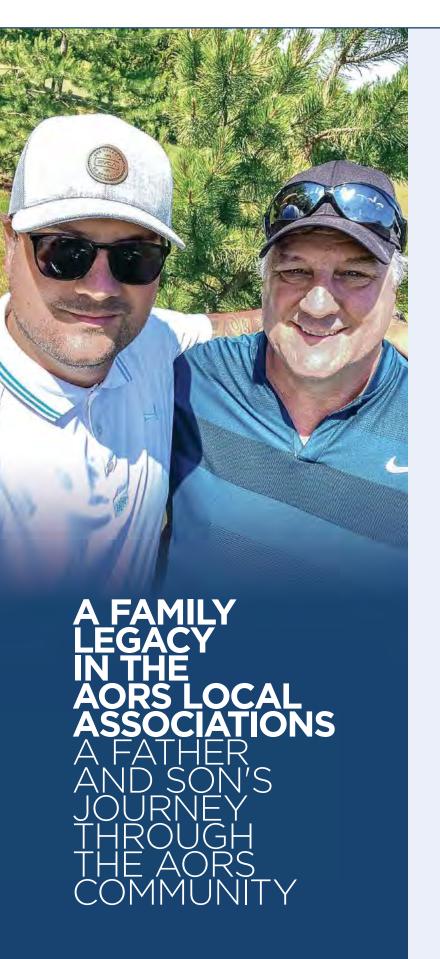
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BY MIKE FLETCHER CRS-I NIAGARA ROADS SUPERVISOR ASSOCIATION (INCLUDING HIS DAD, JOHN FLETCHER— BRANT COUNTY ROAD SUPERVISORS ASSOCIATION)

t's not often you find both a father and son actively involved in different local road associations, but for my Dad and me, it's been a unique and meaningful part of our professional lives. What makes it even more special is the way he's passed the torch, not just in terms of career experience, but in his passion for the connections and camaraderie that come from being involved in organizations like AORS.

Growing up, I watched my Dad build strong relationships through the courses, trade shows, and events held by his local association. He often talked about how valuable those connections were not just for learning and development, but for sharing ideas, solving common challenges, and being part of a community that truly understands the demands of the job.

Now, as he is near retirement, I find myself walking a similar path. Being involved in my own association has given me the chance to experience firsthand the benefits he always spoke about. Whether it's golf tournaments, technical training, or trade shows, these events are more than just dates on a calendar, they're opportunities to grow, collaborate, and carry on a tradition that's served our industry well for generations.

What makes this journey even more meaningful is getting to spend time together on a personal level, doing what we both love on a professional level. Sharing that common passion has brought us even closer, and created memories that go beyond the job itself.

My Dad has always believed in giving back and helping the next group of public works professionals feel welcomed and supported. That's a value I intend to carry forward. It's been a privilege to continue what he started, and I'm proud to be part of a new generation working to build on the foundation he and so many others helped establish.





SUBMIT YOUR LA NEWS OR ANNOUNCEMENTS

to be featured in the newsletter and/or on AORS social media

CONTACT kellyelliott@aors.on.ca

AORS Winner

Aaron Hatton, CRS was the winner of the YETI cooler at the AORS Hospitality Suite during the Good Roads Conference. Aaron is presented the cooler by 2nd Vice-President Jim Borton, CRS-S. A huge thank you to Jeff Convey from Superior Road Products who donated the cooler to giveaway!

Lambton County Road Supervisors Association

Michael Cumming, CRS receives his Long Term Service Award at the Lambton County Road Supervisors Association meeting in June. Michael retired from the Township of Enniskillen as the Road Superintendent.



Our 34 Local Associations (LA) are the basic 'close to home' organizational element of AORS.



They offer our members immediate, easy and cost-effective opportunities to:

- » Participate in activities and events
- » Utilize their right to vote and hold office
- » Attend educational programs
- » Network with colleagues and peers in a professional setting
- Exchange public works technologies/trends with colleagues, and
- » Help support and promote our Association.

These stories are the best examples of the LA contribution to our Association and to our communities!

Niagara Region Road Supervisors Association

Michael Fletcher, CRS-I and Brandon Brisson, CRS-I receive their PWLDP Certificate of Completion from AORS Training and Programming Coordinator Christie Little at a Niagara Region Road Supervisors Association meeting.





York Region Roads Supervisors Association

Andrew Saltes, Assoc. R.S. from Aurora and Michael Szajner from Vaughan were the top drivers at the York Region Roads Supervisors Association's local roadeo.

Essex County Municipal Supervisors Association

Essex County Municipal Supervisors Association had over 30 drivers out to compete and made it through the "100 degree heat"!



LANews

District 8 Retiree Coffee Social

AORS Past President Darrell Townsend, CRS-I was the driving force behind District 8 Road Supervisors Association's first-ever Retiree Coffee Social back in April at the Loyalist Township Works Garage.

The event was a warm and casual gathering, providing a great opportunity for past and present members to reconnect. It was our way of keeping in touch with the retirees who helped shape roads and communities—and to show appreciation for the years of service they dedicated to the profession and re-connect. About 35 were in attendance for the inaugural event!



Finding Buried Treasure in Magnetawan!

The Municipality of Magnetawan had a Time Capsule buried 25 years ago and had since lost the maps and location, but it was to be opened during the festivities at the 2025 Canada Day Weekend. The task was given to the Roads Department to find and unearth the time capsule. By using old aerial photos, they were able to determine changes in the landscape and soils and chose a location to do the last "kick at the can" dig. As luck would have it, we found it with dedicated staff and team work!

20 Year Award

Larry Maddeaux, CRS-I presented Walker Industries with their 20 Year Award for advertising in Spotlight and thanked them for being a dedicated partner of AORS.





AORS hosted LA Workshop

AORS hosted a successful LA Workshop in June at Horseshoe Valley Resort where we developed the framework for the 2026-2030 Strategic Plan. Thank you to all of those who attended the workshop!





Building Relationships

The District 8 Road Supervisors Association gathered at the Mohawk Community Centre on the Tyendinaga Mohawk Territory for a special opportunity to learn more about their neighbours, the Mohawks of the Bay of Quinte. Members were welcomed to hear about the culture, history, and traditions of the community, as well as the many programs and services that support their members. A highlight of the day was the delicious lunch, prepared and served by students from the Ohahase Education Centre, showcasing both talent and hospitality.

"This was an incredible opportunity to connect and learn," said Joe Reid, CRS-S, AORS Representative for District 8 and AORS Past President. "It's so important for our local associations to build and grow relationships with the First Nations communities in our regions. Understanding their perspectives and celebrating their culture strengthens our partnerships and helps us work better together."

UPCOMING EVENTS

You can find AORS at these upcoming events:

- » LEVEL UP CAREER FAIRS— Barrie (Oct 1–Oct 2), Sudbury (Oct 8–9), Timmins (Oct 14–6), Windsor (Oct 29–30), Hamilton (Nov 5–6), London (Nov 11–13), Oshawa (Nov 18-20), Mississauga (Nov 25–28), Kingston (Dec 2–3) and Ottawa (Dec 10–12)
- » WESTERN ONTARIO WARDENS CAUCUS CONFERENCE— October 17, London, ON
- » ONTARIO ONE CALL CONFERENCE—October 22-24, Blue Mountains, ON
- » LANDSCAPE ONTARIO— January 6-8, International Centre, Mississauga, ON (Use the code ASSOE5 when registering to get your complimentary admission!)
- » DSAO/LICO CONFERENCE— January 20-22, London, ON, Lamplighter Inn
- » AORS ANNUAL GENERAL MEETING—March 30, Fairmont Royal York, Toronto, ON
- » GOOD ROADS CONFERENCE— March 29-April 1, Fairmont Royal York, Toronto, ON
- » TRUCK WORLD—April 16-18, International Centre, Mississauga, ON
- » NATIONAL HEAVY EQUIPMENT SHOW—Apr 23-24, International Centre, Mississauga, ON



Public Works Academy Training + Professional Certification

TRAINING UPDATE

Investing in Training

Shaping Winter-Ready and Leadership-Capable Public Works Teams

As 2025 transitions toward winter, this fall is an essential time to highlight how investing in education directly correlates with safer, more effective public works operations—and building a robust leadership pipeline for the future.



Winter-Ready and Safety First

Winter presents high stakes for public works crews—from unpredictable weather to intensive equipment use. Our NEW! Winter Maintenance Safety Review offers a practical, engaging approach that blends theory with hands-on application, including a pre-trip inspection of a snowplow. Offered in compact half-day or full-day formats, it ensures staff are both confident and compliant on the road.

This valuable new offering complements AORS's traditional Winter Maintenance School and the full Winter Operations Training Series, designed to build deep competence across supervisors, operators, and patrollers.





BY **CHRISTIE LITTLE**, AORS PROGRAMMING & TRAINING COORDINATOR AND **DENNIS O'NEIL**, AORS MEMBER SERVICES COORDINATOR

REAL WOICES REAL IMPACT

- 66 The Almaguin Road
 Superintendents Association
 put together the AORS Winter
 Maintenance Safety Review at
 the Municipality of Magnetawan
 Roads Yard and had an excellent
 turnout. The instructor was both
 knowledgeable and had real life
 experiences that made the open
 discussion engaging and a great
 interaction."
- SCOTT EDWARDS CRS-S, PUBLIC WORKS SUPERINTENDENT, MUNICIPALITY OF MAGNETAWAN

THE AORS VALUE PROPOSITION

To all those invested in public works training and professional development, AORS aims to meet the needs of our members by providing the following:



- » 60+ training courses designed and delivered through a variety of options/formats
- » Cooperative Local Association/LA (i.e. close-to-home) programs to reduce fees for courses, seminars and professional development programs
- » Customized adult 'peer to peer' learning experiences to accommodate specific needs
- Strategic cooperative agreements with other professional and private sector organizations (e.g. Good Roads, SWANA) to deliver a wide range of costeffective, high-quality programs
- » Volunteer Education Committee and Certification Board to organize and approve all training and professional development programs
- » Professional training and human resource development staff committed to quality control and on-going improvement
- » Public works career professional development paths with clear guidelines to ensure verification of public works expertise and improved employability

Cultivating Leadership The PWLDP



Building strong leadership starts now. The Public Works Leadership Development Program (PWLDP) supports current and emerging leaders—managers, supervisors, and even administrative staff—in developing essential skills to guide Ontario's public works operations into the future.

Why the PWLDP Stands Out

- » Comprehensive, modular learning:
 Eight focused modules (Local
 Government, Customer Service,
 Leadership & Supervision, Financial
 Management, Talent Management,
 Process Management, Continuous
 Improvement, Communications),
 each aligning with levels of the
 Certified Road Supervisor
 (Assoc. R.S., CRS, CRS-I, CRS-S)
 designations.
- » Flexible delivery: Offered in both in-person and live webinar formats, allowing municipalities to train staff effectively within budget and scheduling constraints.
- » Engaging learning format: Each module emphasizes experiential, interactive learning case studies, group discussions, simulations—led by seasoned municipal professionals.

» Career-building credential: Completion of all eight modules earns a PWL DP Certificate of

earns a PWLDP Certificate of Completion, which satisfies the leadership training requirement for all three CRS designations. Modules can also be taken individually to meet specific needs or timelines.

- » Provincially recognized pathway: The CRS is the only designation for public works supervisors recognized under Ontario legislation (Association of Ontario Road Superintendents Act, 1996). The PWLDP provides a direct, sanctioned route toward achieving this credential.
- » Networking opportunities: Each session brings together peers from municipalities across Ontario, creating valuable opportunities to share experiences, exchange best practices, and build connections that last long after the course ends.

REAL **VOICES** REAL IMPACT

- 66 The Public Works
 Leadership Development
 Program is a valuable
 addition to my skill set...
 highly transferable...
 helps us to better serve
 the public and the team."
- KIM PAYEUR, ASSOC. R.S., CITY OF BELLEVILLE (ADMINISTRATIVE PROFESSIONAL)
- **66** Just wanted to thank vou for the recent PWLDP courses. I wasn't sure what to expect but was pleasantly surprised by both the material and the instructors. **The Customer Service** course was the best I've ever taken, and the leadership training provided the foundation I've been looking for. I've even pulled a few pages from the handouts to review each morning to help calibrate my mindset in how I interact with the public and my coworkers."
- JEFF WOLFE, TOWN OF ST. MARYS, INFRASTRUCTURE SERVICES MANAGER



PMAZONE



A Call to Action for Fall Budget Planners

Municipal councils and decision-makers: elevate training from the sidelines to the centerpiece of fall budgeting. Programs like the Winter Maintenance Safety Review and PWLDP are investments in operational excellence, community safety, and long-term resiliency.

"Investing now—in safety and leadership means being ready for every road and every season to come."

Ready to Learn More or Book?

Explore upcoming sessions and register through the AORS Education portal: https://aors.on.ca/education

For tailored training or bookings contact:

Dennis O'Neil, Member Services Coordinator, dennisoneil@aors.on.ca

Christie Little, Programming & Training Coordinator, christielittle@aors.on.ca

TOTAL CERTIFIED TO AUGUST 2025 (including Associate Members)

Certified At Certificat	ion Board Meeting February	21, 2025
Eric Armstrong	Mun.of Marmora and Lake	Assoc. R.S.
Ryan Baker	Twp. of Wellesley	CRS
Giancarlo Barranca	City of Brampton	Assoc. R.S.
Shawn Bromley	Mun.of Huron East	Assoc. R.S.
Alexander Kevin Bryson	Reg. Mun.of Niagara	Assoc. R.S.
Dennis Caddick	City of Belleville	Assoc. R.S.
Rob Camelon	Mun.of Dysart et al	CRS-S
Jeffrey Cawker	Mun.of Port Hope	CRS-I
Sanford Clause	Oneida Nation of the Thames	CRS-S
John Collison	Twp. of Dawn-Euphemia	CRS-I
Stephen Cooper	City of Hamilton	CRS
Jamie Davis	County of Oxford	CRS
Josh Decoste	Twp. of North Glengarry	Assoc. R.S.
Paul Dobias	Town of Gravenhurst	CRS
Travis French	City of Vaughan	Assoc. R.S.
John Gleeson	Mun.of Mississippi Mills	CRS-S
Joseph Gratton	Loyalist Twp.	CRS
Philip Heinen	Town of Grimsby	Assoc. R.S.
Greg Hodgson	Mun.of Chatham-Kent	Assoc. R.S.
James Levac	Twp. of South Glengarry	Assoc. R.S.
Tom Lewis	Town of Ajax	CRS
Adam Ling	Town of Halton Hills	CRS
Matthew MacKay	City of Mississauga	CRS
Javier Marcos	County of Brant	Assoc. R.S.
Greg Maxwell	Twp. of Limerick	CRS-I
Dax McAllister	City of Greater Sudbury	CRS-S
Shawn McGilchrist	Reg. Mun.of Peel	Assoc. R.S.
Allan McLeod	Mun.of York Region	Assoc. R.S.
Ethan Mosley	Reg. Mun.of Niagara	Assoc. R.S.
Kimberly Payeur	City of Belleville	Assoc. R.S.
Stephen Preston	City of Brampton	CRS
Trevor Prevost	Mun.of Tweed	CRS
Ryan Reid	Mun.of Tweed	CRS
Gregory R. Robinson	County of Haliburton	CRS
Daniel Sepe	City of Vaughan	CRS
Paul Spoelstra	City of Hamilton	CRS
Shaun Thomson	Mun.of Bluewater	CRS-I
Shane Timmermans	Mun.of South Huron	CRS-I
Evan Whillans	City of Brampton	Assoc. R.S.
James William Wilkinson	Town of Smiths Falls	Assoc. R.S.

The Provincially recognized designation of Certified Road Supervisor (CRS) is well recognized and respected throughout the public works industry in Ontario. Each quarter the AORS Certification Board considers applications from public works professionals to obtain their CRS designation. The various levels of certification require a specific number of years of roads related supervisory experience as well as designated courses. AORS, in cooperation with Good Roads, have strived to make these courses available through the pandemic, to allow individuals to continue to pursue their CRS certification or to advance to various levels of designation. The following lists represent those individuals who have been granted certification or reclassification over the last year. **Congratulations to all!!**

Certified At Certificat	ion Board Meeting May 23,	2025	Dan Rose	Reg. Mun. of Waterloo	CRS
Jonathan Angrove	City of Markham	CRS	Gregory Paul	County of Lambton	CRS
Mike Dakin	City of Welland	CRS-I	Dalton		000
Ryan Deer	Mun. of Kincardine	CRS	Timothy Morris	Twp. of Severn	CRS
Mike Fletcher	Reg. Mun. of Niagara	CRS-I	James Lane	Town of Caledon	CRS-S
Scott Hodgson	City of Kawartha Lakes	CRS-I	Brandon Brisson	Reg. Mun.of Niagara	CRS-S
Robert Douglas	County of Simcoe	CRS-I	Warren Waugh	City of Woodstock	CRS-S
Hutchinson			Gary Medeiros	City of Burlington	CRS-I
Ryan Johnston	Mun. of Middlesex Centre	CRS	Dwayne Gregson	Reg. Mun.of Peel	CRS-S
Kyle Labbett	Loyalist Twp.	CRS-I	Adam Knapp	Twp. of Horton	CRS-S
Rejean Lacroix	City of Woodstock	CRS	Ryan Day	City of Hamilton	CRS-S
Steven Lewis	City of Kawartha Lakes	CRS-I	Martin Clouthier	Mun.of French River	CRS-I
Lance Martens	Haldimand County	CRS	John Costabile	City of St. Catharines	CRS-I
Paul Nicol	Town of New Tecumseth	CRS	Ryan Newton	Town of Grimsby	CRS-I
Anthony Vani	Reg. Mun. of Niagara	CRS-I	Ronald Klingenberg	Mun.of Central Manitoulin	CRS-I
Ken Young	County of Grey	CRS	Andy Dickie	Town of Innisfil	CRS-I
Jean-Luc Boucher	The Nation Municipality	Assoc. R.S.	Evan Bancroft	Twp. of South Frontenac	CRS
Adam Dobson Dobson	Town of New Tecumseth	Assoc. R.S.	Alex Brown	County of Oxford	CRS-I
Brian Lidster	Town of New Tecumseth	Assoc. R.S.	Nigel Bruneau	Town of Bracebridge	Assoc. R.S.
Tyler Rumble	Town of New Tecumseth	Assoc. R.S.	Mary Cutting	Town of New Tecumseth	Assoc. R.S.
Phil Dominas	Reg. Mun. of Waterloo	Assoc. R.S.	Jason Flemming	City of Orillia	Assoc. R.S.
Robert Fitzsimmons	The Town of The Blue Mountains	Assoc. R.S.	Caroline J. Kirkpatrick	Town of Gravenhurst	CRS
Cody Hannan	Town of New Market	CRS	James Knight	Town of Essex	Assoc. R.S.
John Kirk	Twp. of Oro-Medonte	CRS	Kevin Laube	Twp. of Adjala Tosorontio	Assoc. R.S.
Ryan Love	City of Thunder Bay	CRS	Brett Leggett	Twp. of Wainfleet	Assoc. R.S.
David Alphonse	Twp. of Sables-Spanish	CRS-I	Paul Leonard	District Mun.of Muskoka	Assoc. R.S.
Moncion	Rivers		Tyler Pearce	District Mun.of Muskoka	Assoc. R.S.
Curtis Neuman	Loyalist Twp.	CRS	Mckinley Skrypetz	District Mun.of Muskoka	Assoc. R.S.
Joshawa Ostertag	County of Simcoe	Assoc. R.S.	Karen Levesque	Town of Caledon	CRS
Jason Pavao	City of Hamilton	CRS	Dale Lockridge	Twp. of Tyendinaga	CRS
Deanna Ridgley	City of Belleville	Assoc. R.S.	Ryan Ondusko	Town of Orangeville	CRS
Andrew Saltes	Town of Aurora	Assoc. R.S.	John Piccinin	City of Thunder Bay	CRS
Blake Sceppacerqua	Reg. Mun. of Niagara	CRS	Cory Plumadore	U.C. of Stormont, Dundas and Glengarry	Assoc. R.S.
Niall Stocking	Town of Georgina	CRS	Alexander Saldana	Town of Aurora	Assoc. R.S.
Daryl Teeter	Mun. of Grey Highlands	CRS	Brian Scott	U.C. of Leeds and Grenville	CRS
Matthew Vriens	City of St. Thomas	CRS-S	Johnathan	County of Essex	Assoc. R.S.
Scott Wonch	Twp. of Carling	Assoc. R.S.	Spidalieri		
Certified At Certification Board Meeting August 21, 2025		Greg Turnbull	Mun.of South Bruce	CRS	
Dave Lukezich		CRS-S	Evan Zinn	City of Kitchener	Assoc. R.S.
Bill Finley	Mun.of North Grenville	CRS	Taylor Thomson	City of Markham	CRS
John Marshall	City of Brockville	CRS	James W. Wilkinson	Town of Smiths Falls	CRS

PMAZONE

ALL LANES OPEN TO YOUR PUBLIC WORKS CAREER



BENEFITS OF BEING A REGULATED PROFESSION



- Confirms the importance of the profession
- 2 Increases public trust in the profession
- Increases career opportunities in the marketplace
- A More consultation by government on related policy issues
- More credibility as public works experts



The Certified Road Supervisor (CRS) is a legislated, widely recognized and highly successful professional public works accreditation. The CRS program is designed to raise professional standards, improve individual performance, and identify professionals who demonstrate the knowledge vital to public works management.

AORS has the exclusive right to use the CRS designation. Our accreditation program is recognized under provincial statute law.



Who is eligible for the CRS?

If you are an employee within the private/municipal sector hired to supervise construction, rehabilitation or maintenance of core civil public works infrastructure, you are eligible to apply for AORS CRS public works professional development accreditation.

5 STEPS TO CERTIFICATION

- 1. Gain hands-on supervisory experience in the public works industry
- 2. Expand your experience with training
- 3. Decide which certification applies to you: complete the application
- 4. Display your CRS certificate and Code of Ethics
- 5. Progress to the next level of certification



BY **GREGG FURTNEY**, CRS, CAO OF THE TOWN OF MINTO, **DARREN MACKENZIE**, DIRECTOR OF OPERATIONS FOR THE TOWN OF NIAGARA ON THE LAKE, AND **STEVE GRUBER** AND **SHANE MCCAUSLAND**, COFOUNDERS OF GRUMAC INC.

Collaborating for Smarter Budgets

The Municipal Shared Equipment Model

budget season always seems to arrive sooner than expected. For municipalities, it brings not just financial analysis and spreadsheets, but also the shared responsibility of balancing fiscal prudence with the expectations of residents. Every department feels the weight of this task—from Corporate Services/
Treasury to Public Works and beyond. Communities expect reliable services and strong infrastructure, but no resident is eager to see their tax bill climb.

The Challenge of Capital Costs

For Public Works directors and managers, budgeting can feel like navigating a maze of constraints. Requests for equipment upgrades are often met with a firm, "Sorry, you can't have that—find another way." These words, whether from a Treasurer, CAO, or council, reflect a common reality: capital budgets are usually the first to face reductions.

Rising costs only add to the challenge. Inflation, tariffs, and supply chain pressures push prices higher every year. A motor grader now exceeds \$550,000. A tractor starts at \$150,000. Even used equipment, while cheaper, rarely delivers the reliability municipalities need. Yet, who dares propose spending half a million dollars on a machine that may sit idle for months at a time?

Clearly, municipalities need another approach—one that respects taxpayer dollars while still ensuring communities receive high-quality services.

A Collaborative Solution

As Plato once noted, "Necessity is the mother of invention." Innovation often emerges when constraints demand it. In that spirit, municipalities are embracing a new idea: the Municipal Collaborative Equipment Model.

The concept is straightforward. Municipalities, conservation authorities, utilities, and even educational institutions own expensive equipment that often sits unused for long stretches. Why not share these resources? With short-term lease agreements, one organization can generate revenue from underutilized machinery, while another gains access without shouldering the burden of a large capital purchase.

To simplify the process, a dedicated online marketplace—grushare.com, managed by GruMac Inc.—connects organizations looking to lease out equipment with those in need. The Lessor benefits by turning idle assets into revenue streams, often adding to reserves or funding new projects. The Lessee gains the equipment necessary to maintain or enhance service delivery. It's a win-win solution, strengthening fiscal responsibility while promoting inter-agency collaboration.

A Tale of Two Towns

This model is already proving effective. Take the partnership between the Town of Niagara-on-the-Lake (NOTL) and the Town of Minto.

Minto needed a motor grader but couldn't justify the steep capital cost of buying one. Through the collaborative model, they leased the equipment from NOTL, saving significant taxpayer dollars. Meanwhile, NOTL needed a tractor for seasonal work. Instead of buying one outright, they leased from Minto, generating revenue for Minto while ensuring their tractor avoided long idle periods.

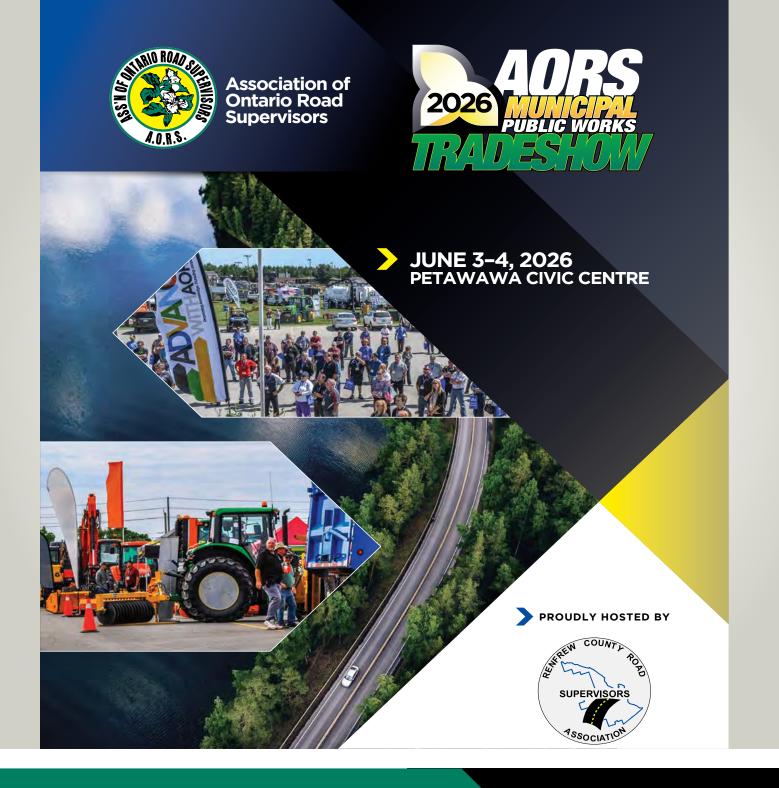
These agreements, vetted by municipal legal teams, showcase fiscal responsibility, creativity, and collaboration. Both towns benefited financially and strengthened their partnership in the process.

The Bigger Picture

The Municipal Collaborative Equipment Model won't solve every budget challenge, but it provides one more tool in the municipal toolkit. By generating revenue, reducing unnecessary capital expenditures, and maximizing the use of existing assets, municipalities can continue serving residents while demonstrating responsible stewardship of public funds.

At its heart, this initiative is about more than money—it is about innovation, collaboration, and leadership. When municipalities work together, they stretch every dollar further, strengthen relationships, and inspire confidence among council members, staff, and residents alike.

That is a story worth celebrating.



YOUR PROFESSIONAL ASSOCIATION

LEARN MORE ABOUT AORS AT OUR WEBSITE www.aors.on.ca

AORS

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ATTENTION READERS:

Please send comments, new ideas or suggestions to: Marketing & Communications Committee

Chair: Karla Musso-Garcia CRS-I Members: Scott Boughner CRS-S, Larry Maddeaux CRS-I, Chris Mantha CRS-S, Darrell Townsend CRS-I, Bill Wilson CRS, Dennis O'Neil CRS-S, John Maheu, Christie Little, Kelly Elliott, Phil Wilson, Ann Carr, Samantha Clarke (NATT Safety Serv.) AORS

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Association of Ontario Road Supervisors



Newsletter for Municipalities

November 2025

This is to update you about the work we do, in partnership with you, to protect municipal drinking water sources in the Maitland Valley and Ausable Bayfield source protection areas.

Contents:

- 1. Changes to Ontario Clean Water Act, 2026
- 2. Source protection committee met in October
- 3. Local municipalities implement source protection education policy
- 4. New portal created for well owners submitting water well tests
- 5. Western University students create salt management video

1. Province proposes changes to Clean Water Act, 2006

On November 3, 2025, the *Building a More Competitive Economy Act* (Bill 56) received Royal assent. This legislation makes minor amendments to the Clean Water Act (CWA) to streamline the way sources of drinking water are protected. Visit the ERO posting at https://ero.ontario.ca/notice/025-1060 for details.

The Ministry of the Environment, Conservation and Parks (MECP) is proposing regulations to support amendments made to the CWA. The Province is accepting comments, on the proposed changes, until Dec. 4, 2025. Details can be found at https://ero.ontario.ca/notice/025-1104

Among the proposed changes is allowing local source protection authorities to approve certain routine updates to source protection plans. Currently, the amendments require Minister approval.

Another proposed change is to enable the use of new drinking water sources (such as wells and intakes) faster where source water protections are already in place.

2. Source protection committee met in October

The Ausable Bayfield Maitland Valley (ABMV) Drinking Water Source Protection Committee (SPC) met on October 22, 2025 at the Central Huron Fire Hall in Clinton. Ted Briggs, Great Lakes Advisor with MECP, spoke about Healthy Lake Huron — Clean Water, Clean Beaches. This is a multi-partner initiative, including departments and ministries, local public health and conservation, non-governmental organizations and other partners in the protection of Lake Huron water quality.

About Us

Source Protection Committee

- 12 members plus a Chair
- Represents local municipalities; economic sectors; and Other/Public

Source Protection Plans (SPP)

- Developed locally
- Approved by Province in 2015
- Updates approved in 2024
- Policies to protect municipal sources of drinking water
- Area covered –
 Ausable Bayfield
 and Maitland
 Valley source
 protection areas

Goal: To protect region's municipal sources of drinking water – aquifers and lakes – from contamination and overuse

3. Municipalities implement education policy

Municipalities are implementing bodies, for educating the public about drinking water source protection, through the new education policy 0.11.7.

To support municipalities in their role as education implementing bodies, our source protection region has created resources for social media.

Several municipalities have made use of these resources to educate ratepayers. We thank you.

To find out more about media content to support your educational initiatives, please speak with Communications Coordinator Tim Cumming at tcumming@abca.ca or by phone at 519-235-2610 or toll-free 1-888-286-2610, extension 248.

4. New portal for private well owners to submit tests for water

Lori Collins, Public Health Manager at Huron Perth Public Health and public health liaison to the SPC, presented, at the October SPC meeting, about the new Online Water Testing Portal for private well owners submitting samples of their well water for testing: https://www.publichealthontario.ca/en/Laboratory-Services/Well-Water-Testing/Portal

5. Western University students create salt video

A new video, by students at Western University, in partnership with the Thames-Sydenham and Region source protection program, informs the public about road salt as a threat to drinking water sources: https://youtu.be/tIWRq4NFAIE The five-minute video underlines how salt accumulates in groundwater, rivers and lakes. It shares how high levels of road salt in drinking water can cause human health impacts from increased sodium levels. Too much salt can corrode pipes and infrastructure, damage aquatic ecosystems, and increase water treatment costs.

The video also educates the public about the increased threat posed by salt in vulnerable areas such as municipal wellhead protection areas and intake protection zones.

The video also provides the public with suggestions on how they can reduce salt pollution:

- Use less road salt apply only as much as needed.
- Shovel early clear snow before ice forms.
- Use alternatives such as sand, grit and beet juice de-icers.
- Mix salt with sand providing traction and reducing salt use overall.
- Store salt properly keep it dry and covered.

Our source protection region has salt stickers, with information on best practices in salt application, for municipal salt storage bins. Talk to our staff about getting a sticker for your bin.

Ausable Bayfield Maitland Valley Source Protection Region c/o Ausable Bayfield Conservation Authority 71108 Morrison Line, R.R. 3

Exeter, ON • NOM 1S5

https://

https://www.sourcewaterinfo.on.ca/

Telephone: 519-235-2610

Toll-free: 1-888-286-2610

This project has received funding support from the Government of Ontario. Such support does not indicate endorsement of the contents of this material.



November 26, 2025

Re: Bill 68 - Proposed New Ontario Provincial Conservation Agency and ERO #025-1257

Adelaide Metcalfe

Bluewater

Central Huron

Huron East

Lambton Shores

Lucan Biddulph

Middlesex Centre

North Middlesex

Perth South

South Huron

Warwick

West Perth

On October 31, 2025, the Ministry of the Environment, Conservation and Parks (MECP) circulated a media release "Ontario Creating New Conservation Authority Agency to Improve Service Delivery and Protect Communities".

On November 6, 2025, Bill 68, Plan to Protect Ontario Act (Budget Measures), 2025 (No. 2) introduced changes to the Conservation Authorities Act enabling the creation of the Ontario Provincial Conservation Agency (OPCA). As proposed, the OPCA will be tasked with the streamlining and standardization of more consistent service delivery by setting provincewide standards and supporting those standards through improved tools, platforms and resources. The OPCA would be further tasked with overseeing the consolidation of the 36 Conservation Authorities (CAs), into 7 Regional Conservation Authorities.

On Friday, November 7th, the MECP posted Environmental Registry Notice No. 025-1257 ("Proposed Boundaries for the Regional Consolidation of Ontario's Conservation Authorities"), the ERO posting remains open for public comment for a total of 45 days until December 22, 2025 at 11:59 p.m.

Under this proposal, the Ausable Bayfield Conservation Authority (ABCA) would be merged into a new proposed "Huron-Superior Regional Conservation Authority" together with the Maitland Valley CA, Saugeen Valley CA, Grey Sauble CA, Nottawasaga Valley CA, Lake Simcoe Region CA and the Lakehead Region CA (Thunder Bay), which will include 80 municipalities across the proposed region.

The ABCA (formerly the Ausable River Conservation Authority) was the first CA created almost 80 years ago by local municipalities, to provide local management of water, soils and natural environments within its rural watershed.

Watershed-based management, which is the founding principal of CA boundaries, is recognized internationally as the most effective means of balancing environmental, economic, and societal needs across the landscape. The watershed model is most



November 26, 2025 Page 2 of 6

effective when implemented at a scale that is reflective of the local landscape and economic drivers. Watershed management, supported by strong local governance, breaks down boundaries, and provides a framework to work collaboratively to meet the needs of the community, and the environment. This framework, and strong local governance and support has led to 80 years of effective, and efficient watershed management.

The ABCA recognizes and supports the province's desired outcome of improved consistency and modernized digital permitting processes, aligned with its goals and objectives for cutting red tape and getting more homes built faster, and safely. However, as an alternative to the proposed large-scale regional consolidation, the ABCA encourages the Province to achieve their goals and objectives by building on the proven strengths and relationships of local CAs and its umbrella organization, Conservation Ontario.

The current framework provides the opportunity to share resources, improve consistency and modernization across the province, without the potential costs associated with amalgamating the 36 CAs into 7 regions. The ABCA encourages a more geographically coherent, cost-effective and locally accountable alternative through engagement with directly affected municipalities and CAs across Southwestern Ontario before finalizing any consolidation boundaries.

Further, any modernization of CAs through tools and consolidation should be supported with Provincial funding. In recent years, the average annual funding from the Province to ABCA's annual operations amounts to 1% of our total budget. Member municipalities fund approximately 30% of ABCA's budget. The remainder of our budget is funded primarily through partnerships and self generated revenue.

The ABCA Board of Directors, consisting of 9 Members who represent 12 municipalities, have unanimously expressed concern regarding effective local representation if CAs are amalgamated into larger regions. Under the current framework, our member municipalities have direct input into our local programs and services. The programs are delivered efficiently and effectively by knowledgeable staff in partnership with the community to meet our local environmental, economical and societal needs.

There is a significant amount of uncertainty with this proposal. To date, very few details regarding planned governance structure, local input, representation, budgeting, and CA assets have been shared. The ABCA is one of many CAs that has a supporting, charitable foundation, and clarity is needed around the future relationships with their partner CAs.

The ABCA Board of Directors encourages the MECP undertake a fulsome consultation process with both CAs, as well as municipalities before any decisions and changes are made as a result of the Province's proposal.

November 26, 2025 Page 3 of 6

Attached is a resolution passed by the ABCA Board of Directors at their meeting held on November 20, 2025. The ABCA also encourages all partners to review the posting <u>ERO #025-1257 Proposed boundaries for the regional consolidation of Ontario's Conservation Authorities</u>, and submit comments well in advance of the closing date of December 22, 2025.

For further information, please contact me by email through our office at info@abca.ca.

Sincerely,

AUSABLE BAYFIELD CONSERVATION AUTHORITY

Ray Chartrand

Hay Chartrand

Chair

Encl.: ABCA Board Resolution #BD 80/25, November 20, 2025

Cc: The Honourable Todd McCarthy, Minister of the Environment, Conservation

and Parks

The Conservation Authorities Office, Ministry of the Environment,

Conservation and Parks

Hassan Bassit, Ontario's Chief Conservation Executive

Local Members of Provincial Parliament: The Honourable Lisa Thompson, Huron-Bruce, Minister of Rural Affairs; Steve Pinsonneault, Lambton-Kent-

Middlesex; Matthew Rae, Perth-Wellington

Local Members of Parliament: Ben Lobb, Huron-Bruce; Lianne Rood,

Middlesex-London; John Nater, Perth-Wellington

Local Municipalities and Counties

The Association of Municipalities of Ontario, and the Rural Ontario Municipal

Association

The Ausable Bayfield Conservation Foundation

Conservation Ontario and All Conservation Authorities in Ontario

November 26, 2025 Page 4 of 6

AUSABLE BAYFIELD CONSERVATION AUTHORITY RESOLUTION #BD 80/25, November 20, 2025

Moved by Wayne Shipley Seconded by David Jewitt

WHEREAS the Ausable Bayfield Conservation Authority (ABCA) Board of Directors acknowledges and supports the Province's goals of improved efficiency of watershed management, through the implementation of digital applications and permitting system, consistent policies, flood standards, fees, and technology; and

WHEREAS consistent policies, and resources across the existing Conservation Authorities boundaries could be achieved through direction and tools such as technical guidelines provided by the Ministry of the Environment, Conservation and Parks; or Conservation Ontario; and

WHEREAS Conservation Authorities are locally based, grassroots organizations formed by municipal governments in response to the challenges posed by a changing landscape; especially, the increased exposure to flooding and erosion hazards and the resulting risks to lives and property. In the case of ABCA, this vision has proved a successful model for 80 years; and

WHEREAS the ABCA, with the guidance and support of our 12 Member Municipalities, demonstrates fiscal prudence in conservation delivery, ensuring stable growth through stable funding. ABCA has successfully leveraged funding to support programs and services that are locally important and are driven by community engagement through ABCA's Conservation Strategy and the Watershed Based Resource Management Strategy; and

WHEREAS Conservation Authorities across the Province operate efficiently by working in close partnership with approximately eight Member Municipalities for every one conservation authority. This structure enables resources to be directed toward on-the-ground initiatives that advance our mandate while addressing local community needs, achieving an effective balance in scale, management and service delivery; and

WHEREAS plans to regionalize conservation authorities through consolidation would dilute local accountability and municipal partnership and is contrary to the basic principle that decisions are best made closest to the communities they affect. Effective representation by municipal partners remains core to the success of conservation authorities. The ABCA, while not unique among conservation authorities in this respect, is effective in working with our community to support sustainable development, and keeping communities safe; and

WHEREAS being front-line means being responsive and accountable to the community by delivering the services that are essential and valued to the best interest of the community. The

November 26, 2025 Page 5 of 6

front line of provincial priorities on housing, the economy, infrastructure, and climate resilience are in the decisions between municipalities working together to address issues around floodplain (and hazard) protection and resilient upland and landscape management. Further, ABCA staff and Board Members are responsive and accountable to the needs of the watershed community, while meeting or exceeding provincial service standards, and are reachable through publicly available contact information. Local governance and direction combined with local service provision allows ABCA to continue to be responsive to our community; and

WHEREAS consolidation will result in substantial transition costs, not the least of which is time. In all facets, that would divert resources from front-line service delivery and delay desired outcomes. Further, the loss of local watershed knowledge and community relationships will add greater uncertainty, loss of trust, and delay for our watershed residents. This includes the agricultural community, businesses, builders, developers, and our municipal partners that seek timely and effective local advice, which is provided through local preconsultation; and

WHEREAS a proposed regional watershed would create a geographically vast and administratively complex organization when joining northern municipalities with those that are rural, such as ABCA, where agriculture is the main economic driver. The differences are distinguishable between the Lake Superior and Georgian Bay watersheds to those in Southwestern Ontario on the shores of Lake Huron. The ABCA serves Southwestern Ontario agricultural communities facing vastly different geographies, climate, and infrastructure realities which would be ill-served by a broad regional administrative structure. This would be considerably worse if local offices do not remain available and accountable to its membership, partners and the communities they serve.

THEREFORE, BE IT RESOLVED:

THAT the Ausable Bayfield Conservation Authority Board of Directors does not support the proposed "Huron-Superior Regional Conservation Authority" boundary configuration as outlined in Environmental Registry Notice 025-1257; and

FURTHER THAT meaningful modernization can occur within the current watershed-based governance framework; and

FURTHER THAT the ABCA Board endorses further provincial evaluation of a more focused specific model as a geographically coherent, cost-effective and locally accountable alternative that advances the government's priorities of efficiency, red-tape reduction and timely home construction; and

November 26, 2025 Page 6 of 6

FURTHER THAT the Board asks that the Ministry of the Environment, Conservation and Parks engage directly with affected municipalities and conservation authorities across Southwestern Ontario through a working group before finalizing any consolidation boundaries or legislative amendments; and

FURTHER THAT a forthcoming ERO response at the approval of the ABCA Board be forwarded to the Environmental Registry of Ontario consultations; and

FURTHER THAT a letter from the Chair containing this resolution, and ERO response, be forwarded to:

- the Minister of the Environment, Conservation and Parks and his Opposition critics,
- the Ministry of the Environment, Conservation and Parks (CA Office),
- Ontario's Chief Conservation Executive,
- local Members of Provincial Parliament,
- local Members of Parliament,
- Local Municipalities and Counties,
- The Association of Municipalities of Ontario, and the Rural Ontario Municipal Association,
- · Ausable Bayfield Conservation Foundation, and
- Conservation Ontario and all Conservation Authorities in Ontario.

Carried.

Ministry of the Environment, Conservation and Parks

Environmental Assessment Modernization Branch

135 St. Clair Avenue West 4th Floor Toronto ON M4V 1P5

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction de la modernisation des processus d'évaluation environnementale

135, avenue St. Clair Ouest 4e étage Toronto ON M4V 1P5



December 5, 2025

Subject: Update on the proposed environmental assessment regulation for municipal infrastructure

Good afternoon,

I am writing to share an update on the proposed Municipal Project Assessment Process (MPAP), a new environmental assessment (EA) regulation for certain municipal infrastructure projects. If implemented, this regulation would replace the current Municipal Class Environmental Assessment (MCEA).

The Ministry of the Environment, Conservation and Parks (ministry) continues to modernize Ontario's EA program. Our goal is to reduce delays for critical infrastructure projects, while maintaining strong environmental protections and opportunities for public consultation.

Background

In March 2023, we posted an initial proposal on the Environmental Registry to review EA requirements for municipal infrastructure projects.

In February 2024, we began consulting on a more detailed proposal for regulations under Part II.4 of the amended Environmental Assessment Act. These regulations would identify municipal projects subject to the streamlined EA process outlined in the proposed MPAP regulation.

Next steps

We appreciate the feedback received so far. In response to input received during earlier consultations, we are considering changes to the February 2024 proposal. These updates are outlined in the updated proposal posting.

The ministry is seeking your input as we finalize the streamlined EA project list and process regulation.

Provide comments

For details on the updated proposal and to provide your input, visit: https://ero.ontario.ca/notice/019-7891.

The comment period is open until February 3, 2026 (60 days).

If you have questions, please contact the EA Modernization team at: EAmodernization.mecp@ontario.ca.

Thank you for your continued engagement.

Sincerely,

Annamaria Cross

A. Croso

Director, Environmental Assessment Modernization Branch Ministry of the Environment, Conservation and Parks



December 4, 2025

Ministry of the Environment, Conservation and Parks

Conservation and Source Protection Branch

300 Water Street North Tower, 5th Floor

Peterborough, ON

K9J 3C7

Central Huron

Bluewater

Adelaide Metcalfe

Huron East

Lambton Shores

Lucan Biddulph

Middlesex Centre

North Middlesex

Perth South

South Huron

Warwick

West Perth

Ausable Bayfield Conservation Authority Submission to ERO 025-1257 Consultation on Proposed boundaries for the regional consolidation of Ontario's conservation authorities

The Ausable Bayfield Conservation Authority (ABCA) is one of Ontario's 36 conservation authorities delivering programs and services that further the conservation, restoration, and management of natural resources to fulfil a vital role in watershed management and protect communities from natural hazards. As leaders in watershed management, conservation authorities collaborate with the public, municipalities, Indigenous communities, the agricultural sector, and other partners to fulfil our mandate while meeting both local needs and provincial priorities. We have reviewed ERO 025-1257: consultation on *Proposed boundaries for the regional consolidation of Ontario's conservation authorities* and offer the following comments for consideration.

Watershed management is complex – challenges such as flooding, erosion and declining water quality are typically the result of upstream activities on the landscape and can impact communities unevenly as the results of these decisions, and activities cumulate through the watershed. This often results in a disproportionate burden of management challenges, and costs on downstream communities; however, maintaining local governance helps ensure that the costs and responsibilities of preventative measures and management are shared across the watershed. This local governance, and current framework of conservation authorities promotes an effective scale for delivering front-line resources in partnership with our local communities, alongside provincial priorities, to apply science-based decisions that protect communities from



December 4, 2025 Page 2 of 7

natural hazards. While ABCA acknowledges and supports the province's goals of improved efficiency, through the implementation of a digital applications and permitting system, consistent policies, flood standards, fees and technology, it does not support the proposed "Huron-Superior Regional Conservation Authority" boundary and encourages the province to consider meaningful modernization within the current watershed-based governance framework.

It is therefore recommended that a feasibility study should be completed that will guide and risk-manage the creation of regional watershed boundaries based on strategic alignment, governance and leadership, financial efficiency and partner/community relations.

LOCAL

References to local throughout this ERO submission go well beyond the ABCA watershed in a geographic context. Local means so much more:

It is established relationships with the community in which we work and live. Decades of partnerships and service with our watershed residents and neighbours has developed trust and brand recognition. Being associated with the very rivers for which we are named establishes a relationship between the community and the landscape. Local is being responsive and accountable to the needs of our watershed residents and working collaboratively with them to balance environmental needs, community interests and provincial priorities.

Posting Discussion Questions

What do you see as key factors to support a successful transition and outcome of regional conservation authority consolidation?

Locally relevant geographic boundaries:

A priority for the Ontario Provincial Conservation Agency (OPCA) is maintaining watershed-based jurisdictions – aligning with natural hydrological boundaries to support effective flood and water management, consistent with drinking water Source Protection Areas and Regions. We do not support the proposed "Huron – Superior Regional Conservation Authority" boundary, as we do not believe it adequately meets this criterion. A key factor to support a successful transition and outcome is considering the landscape, land uses, and economy throughout the boundary of each regional conservation authority. For example, the County of Huron, within the proposed boundary of the "Huron – Superior Regional Conservation Authority" contributes more than \$1 billion annually in agriculture revenue to

December 4, 2025 Page 3 of 7

the Canadian economy. The landscape that supports this economy, and influences local, effective watershed management considerations, cannot be compared to fast-growing municipalities throughout the province, such as the urbanizing shoreline of Lake Simcoe, or the landscape, and the needs of the residents of Thunder Bay. Although agriculture is noted as a consideration of other proposed regional conservation authorities, we are concerned that agriculture, despite its significant contribution to the national economy, is not appropriately recognized in the proposed "Huron – Superior" boundary. This suggests that local land uses may not be adequately considered at the proposed scale.

Strong governance with local representation:

The ABCA affirms that strong, local municipal governance and oversight is fundamental to effectively deliver the vital watershed management programs and services that protect communities from natural hazards. Locally relevant watershed boundaries, supported by strong local governance, create a cohesive framework that overcomes jurisdictional barriers by enabling collaboration to meet both community and environmental needs. This collaboration between the community, industry and other employment sectors; municipalities, and the province, to address complex watershed management challenges, helps realize tangible outcomes by supporting the local community to build a more resilient Ontario.

Watershed-based management, which is the founding principal of conservation authority boundaries, is recognized internationally as the most effective means of addressing complex watershed management challenges. However, the true success of conservation authorities lies in the governance under which they were established and operate in, the structure that balances local environmental, economic and societal needs across a landscape and watershed scale that is meaningful to the people who live and work within it.

Regional support with local delivery:

The province has identified that its proposed amalgamation would improve conservation authorities by providing better tools and more resources; provide greater consistency and transparency; and deliver faster services to municipalities and permit applications, while ensuring decisions continue to be based on sound science.

Permitting administered by conservation authorities helps to ensure that development does not happen in unsafe areas and that it does not worsen the impacts in flooding or erosion in surrounding areas. ABCA understands that the OPCA will be tasked with streamlining and standardizing more consistent service delivery by setting provincewide service delivery standards. However, ABCA emphasizes that local delivery allows applicants to work with responsive staff through effective pre-consultation that may result in an outcome that

December 4, 2025 Page 4 of 7

directs development away from regulated areas affected by the risk of natural hazards. Through this pro-active and effective working relationship, staff work with applicants to establish more resilient infrastructure and often eliminates the need for a permit altogether. Effective local delivery, enabled by knowledgeable and responsive staff, is fundamental to this success; however, this strength of the current conservation authority framework is not adequately captured within existing service delivery standards.

Therefore, the ABCA encourages the province to provide better tools and more resources that enhance consistency and transparency; and help deliver faster services to municipalities; within the existing conservation authority framework, enabling knowledgeable and responsive staff to deliver consistent services that continue to be based on sound science, supported by modern tools and resources, and backed by the region.

What opportunities or benefits may come from a regional conservation authority framework?

The ABCA recognizes that a more regional jurisdiction may improve our access to tools and resources to enhance consistency and transparency; and help delivery faster services; as conservation authorities collaborate to share resources, tools, knowledge and skills. However, ABCA reiterates that local delivery, by responsive staff is critical to successfully deliver watershed management programs and services, while fostering and maintaining strong relationships, as we work together, to build a more resilient Ontario.

The Healthy Lake Huron Initiative (HLH) is an example of how a regional conservation authority may operate to support a resilient landscape and provide opportunities and benefits to the conservation authority within its region. As a lead organization delivering the HLH, ABCA recognizes how separate, local entities, working together within a regional framework may generate opportunities that improve our individual program and service delivery. Through HLH, ABCA and its partners demonstrate that effective collaboration enhances access to improved resources and tools, and leverages shared technical skills and knowledge to strengthen the local delivery of programs and services across the HLH region.

The ABCA welcomes the opportunity to work with the province, to share our experience and build upon the success of the HLH framework. The HLH Initiative demonstrates that collaboration on a regional scale enhances opportunities, while still delivering local, efficient, and effective watershed management programs and services through our respective conservation authorities.

December 4, 2025 Page 5 of 7

Do you have suggestions for how governance could be structured at the regional conservation authority level, including suggestions around board size, make-up and the municipal representative appointment process?

The ABCA reiterates that strong, local municipal governance and oversight is fundamental to effectively deliver vital watershed management programs and services that protect communities from natural hazards.

Watershed management is complex – it involves balancing the cumulative effects of previous land use decisions; local priorities and economic drivers; and provincial priorities including housing, the economy and infrastructure; while making sound, science-based decisions to protect communities from natural hazards. Strong, local governance, that recognizes watershed boundaries, as opposed to political boundaries is fundamental towards achieving this balance.

The ABCA welcomes the opportunity to work with the province to ensure that local governance is integrated into a regional framework. Through the successful HLH Initiative that ABCA described, governance at the regional conservation authority level could be structured with a tiered system. The tiered system would allow for:

- The retention of the local Board structure, creating a local Watershed Advisory Committee (Ausable Bayfield Watershed Advisory Committee) that includes representation from each member municipality.
- The local conservation authority Board or Advisory Committee to appoint member(s) to the Regional Conservation Authority Board of Directors
- The Regional Conservation Authority Board of Directors to appoint member(s) to the OPCA Board of Directors

The tiered system enables centralized leadership, efficient governance, strategic direction and transparent oversight to the decisions that are consistent across the region, or province, while enabling strong, local governance that facilitates effective and efficient watershed management.

Do you have suggestions on how to maintain a transparent and consultative budgeting process across member municipalities within a regional conservation authority?

The ABCA is concerned about the financial implications for Ontarians associated with transitioning to regional conservation authorities. To ensure full transparency and informed decision making, a comprehensive cost-benefit analysis must be completed prior to

December 4, 2025 Page 6 of 7

undertaking any transition. Further, any modernization of conservation authorities must be supported by provincial funding so that it does not affect service delivery.

With the guidance and support of our twelve member municipalities, ABCA demonstrates fiscal prudence in conservation delivery, ensuring stable growth through stable funding. Through strong partnerships, the ABCA successfully leverages funding to support programs and services that are locally important, based on sound science, and driven by community engagement. The ABCA affirms that a transparent and consultative budgeting process across member municipalities within a regional conservation authority must retain municipal representation and authority. Please refer to the reference in the previous answer as it relates to the need for a local watershed Board or advisory committee. Retaining the involvement of member municipalities ensures transparency, effective consultation, and balances local, regional, and provincial priorities.

The ABCA acknowledges and supports the province's goal to improve efficiency of watershed management by implementing digital applications and permitting system, consistent policies, flood standards, fees and technology. The ABCA affirms that achieving this goal involves centralizing information, tools, and resources, rather than assets. To maintain strong, local relationships and community trust, assets must remain at the local level.

How can regional conservation authorities maintain and strengthen relationships with local communities and stakeholders?

For nearly eighty-years, conservation authorities have worked with local communities and stakeholders to address complex watershed management challenges, building strong relationships. These strong relationships are built on trust and are reinforced by the community's recognition of our local identity. This trust and brand recognition has been established through the frontline of conservation authorities – local councillors, management, and staff – working collaboratively to balance environmental needs, community interests and provincial priorities.

The current watershed boundaries of the 36 conservation authorities enable effective and efficient administration at a scale that the community relates to. This local scale fosters meaningful connections that help people to understand that they are apart of the natural world and live within a watershed. The existing watershed boundaries:

December 4, 2025 Page 7 of 7

• Connect the name of the river to people where they live, work and play, to the local organization that delivers watershed management programs and services (e.g., stewardship, lands, education, outreach, etc.)

• Connect the programs and services to local governance (i.e., municipal councillors) Local offices serve as the community's primary point of contact for conservation, supporting environmental progress through front-line service delivery and direct access to knowledgeable staff who connect individuals with the resources they need. The ABCA emphasizes the importance of not only maintaining our local offices, but also preserving conservation authorities' individual, distinct local identity and brand. A successful transition and outcome of regional conservation authorities must preserve the local identity, while considering opportunities to centralize information, tools, and resources, rather than assets, to build upon strong working relations, backed by the tools and resources of the region.

Any regionalization of conservation authority boundaries must continue to respect the local watershed agreements that are in place, honour donations made to the local conservation authority, the wishes of those donors, and maintain our commitment to partnerships with community organizations.

Conclusion

The Ausable Bayfield Conservation Authority affirms that strong, local municipal governance and oversight is fundamental to effectively deliver the vital watershed management programs and services that protect communities from natural hazards. As currently proposed, the "Huron – Superior" boundary is untenable. The ABCA does not support the proposed boundary configuration as outline in ERO 025-1257 and encourages the province to modernize and support conservation authorities within current watershed-based boundaries and governance. To maintain, and strengthen local relations and community trust, conservation authority boundaries must reflect local landscapes and economic drivers. With our many years of experience, collaborating with Healthy Lake Huron, we welcome the opportunity to work with the province to ensure that strong local governance is effectively integrated into a more regional watershed-based organization. The ABCA volunteers to be on a working group to help inform this transition.

Corporation of the Township of Howick

By-law No. 56-2025

Being A By-Law to Authorize the Entering into and Execution of a 2026 Rental/Lease Agreement of a 2005 Stirling Tandem Axle Snow Plow and a 2026 Sidewalk Snow Clearing Contract with Trevor Tout Custom Dozing Inc.

WHEREAS Subsection 5(1) of the Municipal Act, S.O. 2001, c. 25 as amended, provides that the powers of a municipality shall be exercised by Council;

AND WHEREAS Subsection 5(3) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, provides that a municipal power, including a municipality's capacity, rights, powers and privileges under Section 9, shall be exercised by By-law unless the municipality is specifically authorized to do otherwise;

AND WHEREAS the Council of the Corporation of the Township of Howick deems it desirable to enter into an equipment rental/lease agreement and a sidewalk snow clearing contract for 2026 with Trevor Tout Custom Dozing Inc.

NOW THEREFORE IT BE ENACTED by the Council of the Corporation of the Township of Howick as follows:

- 1. That the Reeve and CAO/Clerk are hereby authorized to execute and affix the Corporate Seal to an Agreement between the Corporation of the Township of Howick and Trevor Tout Custom Dozing Inc. for the rental/lease of a 2005 Stirling Tandem Axle Snow Plow identified as **Schedule A** and attached hereto:
- 2. That the Reeve and CAO/Clerk are hereby authorized to execute and affix the Corporate Seal to an Agreement between the Corporation of the Township of Howick and Trevor Tout Custom Dozing Inc. for sidewalk snow clearing duties identified as **Schedule B** and attached hereto.
- 3. That Schedules A and B form part of this by-law.
- 4. That this By-law shall come into force and take effect upon the date of its final passing.
- 5. That this By-law may be cited as the "Tandem Snow Plow Rental/Lease and Sidewalk Snow Clearing Agreement By-law"

Read a fir	st and secor	nd time this 9	th day of Dec	ember, 2025.	
Read a thi	ird time and	finally passed	l this 9 th dav	of December.	2025.

, , , , , , , , , , , , , , , , , , ,	
Dooyo Doug Hording	CAO/Clark Caitlin Cillia
Reeve Doug Harding	CAO/Clerk Caitlin Gillis

The Corporation of the Township of Howick Municipal Office

44816 Harriston Road, RR 1, Gorrie ON N0G 1X0 Tel: 519-335-3208 ex 5 Fax: 519-335-6208 www.howick.ca

Agreement of Equipment Rental/Lease

Made in duplicate this **9**th **day of December**, **2025**, in the Village of Gorrie, Ontario

BETWEEN:

The Corporation of the Township of Howick

(Herein after called the Lessee)

AND

Trevor Tout Custom Dozing

(Herein after called the Lessor)

The Lessor and Lessee have mutually agreed as follows:

- The Lessor hereby leases to the Lessee under the terms and conditions of this
 agreement including the Details of Equipment and the General Conditions which
 outline the details of the terms and the details of the equipment being leased the
 rental rates for said equipment and form an integral part of this agreement.
- 2. The Lessor shall deliver the equipment and/or have the equipment made available in good working order to the Lessee on January 1, 2026.
- 3. The Lessee declares that the Company or Agent carrying the insurance covering the equipment whilst in their possession in accordance with paragraph 9 of the General conditions will be:

Intact Public Entities 278 Pinebush Rd., Suite 200 Cambridge ON, N1T 1Z6

4. This agreement will be interpreted in accordance with any laws in the province of Ontario.

Details of Equipment

- Items of equipment 2005 Stirling Tandem Axle Snow Plow (VIN 2FZHAZCV05AH87455)
- 2. **To be used at or near** Villages of Gorrie, Fordwich and Wroxeter
- 3. Value of Equipment \$50,000
- 4. **Guaranteed rental period**: January 1, 2026 until April 1, 2026; December 1, 2026 to December 31, 2026.

5. **Rental rates:** \$140.00 per calendar day (from January 1 to April 1 and from December 1 to December 31, weather dependent) for being made available and \$80.00 per actual hour of use.

General Conditions

The Rental Period:

 The rental period shall commence on January 1, 2026 and shall cease on December 31, 2026, unless mutually agreed upon by both parties and shall be extended daily and not monthly. The rental will be on an as-needed basis during the above-mentioned time period, typically January 1 to April 1 and December 1 to December 31 annually.

Calculation of Rental Charges:

2. Rental rates shall be calculated daily on the Tandem Axle Snowplow for having the truck made available to the Lessee at a rate of \$140.00 per calendar day (from January 1 to April 1 and from December 1 to December 31) and \$80.00 per actual hour of use, which must be recorded and verified by the Operations Manager before payment.

Payment:

3. The hours of each piece of equipment shall be tabulated monthly and shall be made payable shortly thereafter. The Lessee shall make every effort to provide the Lessor with a cheque within the first two weeks following the end of the month

Transportation and Storage of Equipment:

4. The Lessee agrees to store the tandem dump truck at the Township shed located at 44816 Harriston Road and shall make every effort to store the tandem dump truck inside, however the Lessee offers no guarantees that this equipment will be stored inside. If the tandem dump truck must be stored outside, it shall be plugged in to make use of supplied block heater.

Restrictions as to Use

- 5. Lessee agrees to use the equipment only as instructed and within its rated capacity. Lessee agrees that the equipment shall not be operated:
- a) By any person under the age of 21 years.
- b) By any person not in possession of the permit or license required by any applicable law or ordinance.
- c) In any race or speed test contest.
- d) To propel or tow any vehicle.
- e) By any person under the influence of intoxicants or narcotics.
- f) For any illegal purpose.
- g) Recklessly as to speed or otherwise.
- h) Contrary to instructions governing its use.

Maintenance and Operation

6. The Lessee shall provide and pay at its own expense all fuel needed for the tandem snowplow truck. Furthermore, the Lessee shall provide the use of a hot water pressure washer and the use of any tools that the Lessee has at their disposal for maintenance or repairs of the tandem snowplow truck.

The Lessor agrees to provide and pay for at its own expense all oil, lubrication wear parts servicing and maintenance for each article of equipment including repairs parts, wear parts, supplies and labour.

The Lessor shall at its expense at all times during the terms hereof, maintain each article of equipment in good operating order both in repair and appearance.

It is understood and agreed that the Lessee shall cause the equipment to be operated only by competent employees.

Maintenance of the equipment shall include without limiting the generality of the foregoing all routine lubrication, oil changes and adjustments that are to be performed either as legislated and/or manufactures recommendations. The cost for this maintenance shall be borne by the Lessor.

Liability

7. The Lessee assumes all the risk and liability for the tandem snowplow truck for the use, operation, storage and damages for injury and death to persons and property howsoever arising therefrom and shall save and hold the Lessor harmless from any and all of the following: all claims and liens for storage, labour and materials and all loss of and damages to said equipment and all loss, damages claims, penalties, liability and expenses howsoever arising or incurred because of said equipment during the pendency of the lease thereof.

Title

The equipment shall at all times be and remain vested in the Lessor and nothing contained in this lease shall be deemed to have effect the of conferring upon the Lessee any right or title whatsoever, in or to the equipment other than that of a Lessee.

The Lessor shall give the Lessee immediate notice in any case where the equipment that is being leased has been levied upon or from any cause become liable for seizure.

Insurance

9. Lessee at its own expense shall carry adequate public liability insurance against bodily injury including death and against property damage, all such insurance to protect both the Lessor and Lessee and shall keep each item of equipment insured at the actual cash value at the time of the loss. All shall be in an amount consistent with all other equipment in the Lessees fleet. Such insurance shall be kept in effect for the entirety of the contract. The Lessee agrees to provide evidence of said insurance to the Lessor in a timely manner prior to the start date of January 1, 2026.

The Lessee and Lessor are in agreement that in the event of a claim that the Lessee or one of employees are the only body with permission to speak with an adjuster. In the event of a claim the Lessee agrees to share any and all information that has been discussed either in writing or verbally with the Lessor in a timely manner.

The Lessee and Lessor agree that in the event of a claim that the Lessor shall be responsible for the first \$5,000.00 of any deductible and any Harmonized Sales Tax (HST) and the Lessee will pay the remainder of the deductible and HST the may be owing as part of the claim.

Proof of Insurance

10. The Lessee agrees to provide proof of insurance from their insurance provider on or before commencement of the lease. The equipment shall be insured under the Lessees policy from January 1 to December 31, 2026, unless extend in which case proof or insurance will be provided at that time. The Lessor further agrees to provide proof of insurance at the end of lease for all equipment listed in this lease agreement either by December 31, 2026 or the last day of the contract extension.

CVOR and Other Safety Requirement

11. The Lessee and Lessor agree that the tandem axle dump truck, while in use by the Lessee, shall be operated under the Lessee's Commercial Vehicle Operators Registration (CVOR) and a copy of the Lessee's CVOR shall be kept in the tandem axle dump truck at all times. The Lessee and Lessor further agree that any infraction while working under the Lessee shall impact the Lessees CVOR and not the Lessor.

The Lessor further agrees that the tandem axle dump truck shall be delivered with a valid safety that has been completed be a competent mechanic and a valid licensing sticker for the duration of the lease agreement.

Possession

12. The Lessor and Lessee agree that the tandem axle dump truck shall be used solely by the Lessee or one of its employees or contractors for the lessee's business and no subletting shall be permitted.

In witness whereof the parties hereto agree have executed this agreement of lease on the herein first written

By: Trevor Tout Custom Dozing

Name of Firm or Individual (Hereafter referred to as "The Lessor"

Address: 43739 Harriston Road, Gorrie, ON N0G 1X0

	Lessor
Trevor Tout	Affix
Name of Authorized Person Signing for Firm	Corporate Seal
Signature	
The Township of Howick	
	Lessee
	Affix
Reeve, Doug Harding	Corporate Seal
CAO/Clerk Caitlin Gillis	

THIS AGREEMENT made in triplicate this 9th day of December, 2025.

BETWEEN:

THE CORPORATION OF THE TOWNSHIP OF HOWICK

Hereinafter called the "Township" of the first part

AND

TREVOR TOUT CUSTOM DOZING

Hereinafter called the "Contractor" of the second part

WHEREAS the Township requires snow clearing activities on approximately 1050m of public sidewalks located within the Village of Wroxeter, Ontario;

AND WHEREAS the Township requires the Contractor to provide snow clearing services to the public sidewalks identified in **Schedule 'A'**.

AND WHEREAS the Contractor is agreeable to performing the snow removal services for the public sidewalks identified in **Schedule 'A'**

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of other good and valuable consideration and the sum of One Dollar (\$1.00) of lawful money of Canada, now paid by each of the parties hereto to each of the other parties hereto, (the receipt whereof is hereby acknowledged), the parties hereto hereby covenant, promise and agree with each other as follows:

WINTER MAINTENANCE

During the time period that customarily may require snow and ice removal (typically January 1^{st} to April 1^{st} and December $1^{st} - 31^{st}$) for the duration of this agreement, the Contractor will remove snow and ice, and apply salt and sand as needed from the areas outlined in **Schedule** 'A' to the satisfaction of the Manager of Public Works of the Township of Howick for the price agreed upon in **Schedule** 'B'. The term can be extended as mutually agreed upon by both parties based on weather.

INSURANCE

The Township of Howick will add the Contractor to the Township's liability insurance policy as an additional insured for coverage while completing sidewalk snow clearing services on behalf of the Township of Howick and agrees to pay all premiums related to increased insurance costs. The Township assumes risk and liability for the skid steer and lawn tractor provided by the Contractor only during operation on behalf of the Township of Howick.

PROOF OF INSURANCE

The Township agrees to provide proof of insurance coverage from their insurance provider to the Contractor.

TERM OF AGREEMENT

This Agreement will be valid for the period of January 1, 2026, until December 1, 2026, unless mutually agreed upon by both parties to be extended due to weather conditions. The Agreement will be reviewed annually on or before December 31st.

SECTION 11 – SIGNATURES

(THE CONTRACTOR

THIS AGREEMENT shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, successors, and assigns.

IN WITNESS WHEREOF the parties hereto have executed this Agreement. SIGNED, SEALED AND DELIVERED this 9th day of December, 2025.

Trevor Tout, Owner, Trevor Tout Custom Dozing
Contractor's Address: 43739 Harriston Road Gorrie, ON N0G 1X0
Contractor's Telephone: <u>519-291-8434</u>
Contractor's Email: ttcdozing@gmail.com
(THE CORPORATION OF THE (TOWNSHIP OF HOWICK (
(Reeve Doug Harding (
(CAO/Clerk Caitlin Gillis (We have authority to bind the Corporation

SCHEDULE 'A' OF AGREEMENT

Approximately 1050m of sidewalks requiring snow clearing located within the Village of Wroxeter, Ontario:

Sidewalk Location	Starting Intersection	Ending Intersection
Main Street	Marietta Street	Ann Street
Centre Street	Ann Street	Mill Street
Water Street	Mill Street	Gibson Street



SCHEDULE 'B' OF AGREEMENT

RATE OF PAY FOR SIDEWALK SNOW CLEARING

RATE OF PAY:

Rate of Pay for sidewalk snow clearing for all of the locations listed in **Schedule 'A'** as required and to the satisfaction of the Township of Howick Manager of Public Works:

- \$125.00 per hour, per piece of equipment
 - o \$40.00 per hour per operator
 - o \$85.00 per hour per skid steer
 - o \$85.00 per hour per lawn tractor

PAYMENT:

The hours of each piece of equipment shall be tabulated monthly and shall be made payable shortly thereafter. The Township shall make every effor to provide the Contractor with a cheque within the first two weeks following the end of each month.

By-law No. 57-2025

Being a by-law to Authorize an Agreement with the Maitland Valley Conservation Authority for the Maintenance of part of the Gorrie Conservation Area

WHEREAS the *Municipal Act,* S.O. 2001, c.25, as amended, s. 8 (1) contains broad authority to municipalities to enable municipalities to govern its affairs as it considers appropriate;

AND WHEREAS pursuant to Section 9 of the *Municipal Act*, a municipality has the capacity, rights, powers and privileges to a natural person for the purpose of exercising its authority;

AND WHEREAS, the Maitland Valley Conservation Authority owns and manages a 68-acre property, being Lots 36 to 38; 62 to 64 Mill Pond Dam; Part Lots 14, 61, 105 Con 8; Part Lots 5 to 9 Riverbed, Village of Gorrie, Township of Howick, known as the Gorrie Conservation Area for purposes of environmental protection and public day-use recreation:

AND WHEREAS, the Township is desirous of maintaining parts of the Gorrie Conservation Area property owned by the Authority as "Parkland" (maintained grass for public use) in accordance with the terms and conditions of this agreement;

NOW THEREFORE IT BE ENACTED by the Council of the Corporation of the Township of Howick as follows:

- **1.** That the Reeve and CAO/Clerk of the Township of Howick are hereby authorized and instructed, on behalf of the Corporation, to execute and affix the Corporate Seal to an Agreement with the Maitland Valley Conservation Authority for the maintenance of part of the Gorrie Conservation Area, attached hereto as **Schedule "A"** and attached here.
- 2. That Schedule "A" forms part of the by-law.
- **3.** That this by-law shall come into force and effect on the date of final passing thereof.

Read a first and second time this 9th day of December, 2025.

Read a third time and finally passed this 9th day of December, 2025.

Reeve Doug Harding	CAO/Clerk Caitlin Gillis

By-law No. 58-2025

Being a by-law to authorize the sale and disposition of lands known as Lot 17	'1, F	'lan
276		

WHEREAS under Section 268 of the Municipal Act, 2001 requires every municipality with authority to sell land to pass a by-law establishing procedures, including giving notice to the public, governing the sale of land.

AND WHEREAS it is deemed expedient and in the interest of the Corporation of the Township of Howick, hereinafter referred to as the Township, that parts of the lands known Lot 171 of Plan 276 described in Schedule "A" attached hereto and forming part of this bylaw, hereinafter referred to as the subject lands, are surplus to the needs of the Township;

AND WHEREAS in accordance with By-law 53-2015 of the Township, Section 7.3 states that non-viable properties are exempt from the Declaration and Notice provisions of this policy and can therefore be sold by the Township without the need to declare intent to sell or give notice unless otherwise directed by Council;

AND WHEREAS the subject lands are deemed to be non-viable property, as defined by By-law 53-2015 of the Township, and are exempt from the declaration, notice and valuation provisions thereof.

NOW THEREFORE the Council of the Corporation of the Township of Howick hereby enacts as follows:

- 1. That the soil and freehold of the lands described in Schedule 'A' attached hereto and forming part of this by-law shall be sold to the persons listed in Schedule 'B' for the price of \$1,000 plus all costs;
- 2. That upon sale, an 'Application to Consolidate Parcels' be registered on title to consolidate the subject lands with the properties listed in Schedule 'C'.
- 3. That the CAO/Clerk of the Township is hereby authorized to execute such deeds or other documents as may be necessary to affect the conveyance of the land as described herein;
- 4. That this by-law will come into full force and take effect upon final passing.

Read a first and second time this 9th	day of December, 2025.
Read a third time and finally passed t	this 9 th day of December, 2025.
Reeve Doug Harding	CAO/Clerk Caitlin Gillis

SCHEDULE 'A'

SUBJECT LANDS BEING DESCIRBED AS:

Lot 171, Plan 276 Lot 171 Being Lot 171 on Plan 276 Part of PIN 41443-0071 (LT)

SCHEDULE 'B'

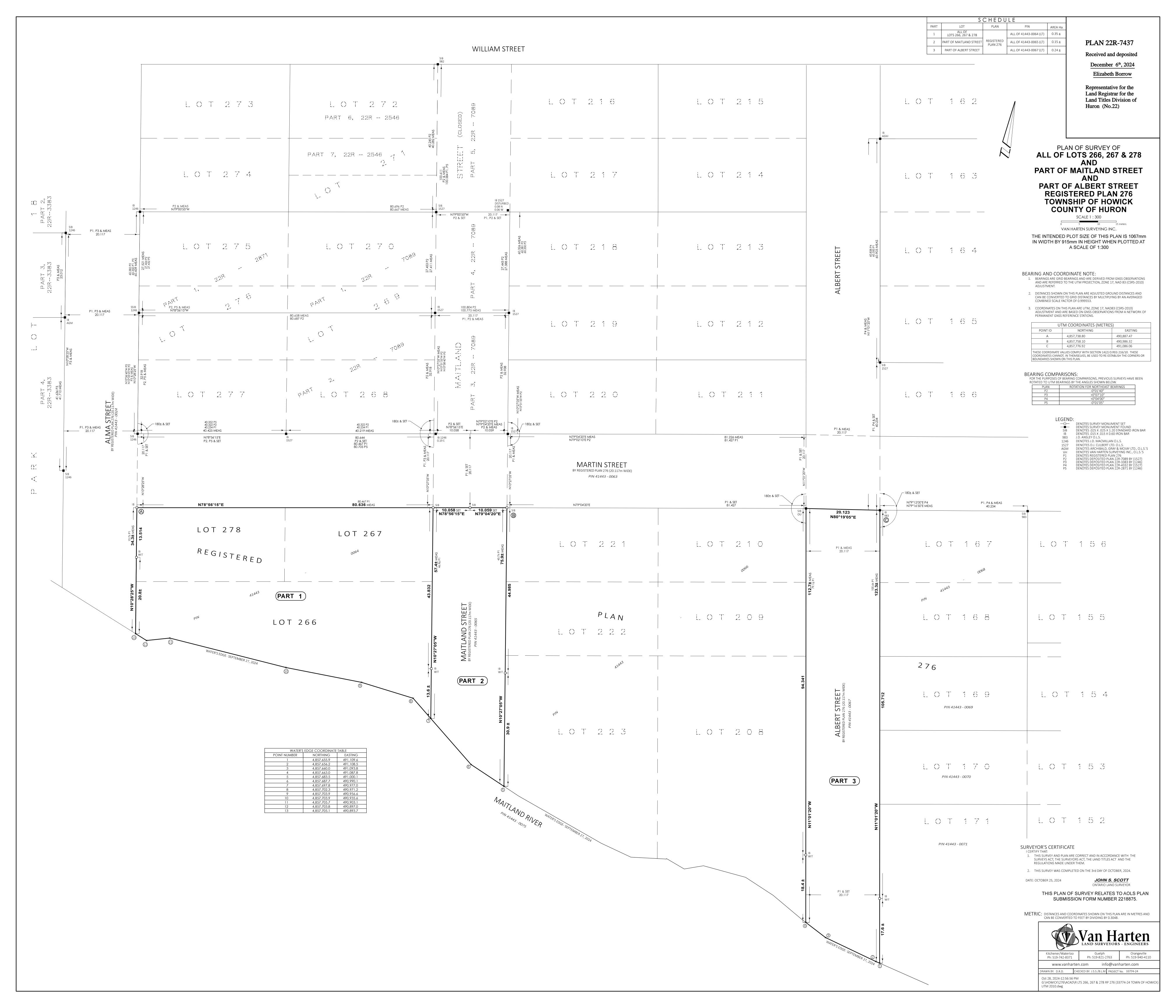
SUBJECT LANDS TO BE SOLD TO:

Dave and Anne Puckering 2030 Victoria Street, PO Box 158 Gorrie, ON N0G 1X0

SCHEDULE 'C'

SUBJECT LANDS TO BE CONSOLIDATED WITH:

Plan 276, Lots 151, 152, 153, 170 Being Lots 151, 152, 153, 170 on Plan 276 PIN: 41443-0070 (LT)



By-law No. 59-2025

Being a by-law to authorize the sale and disposition of lands known as Part 1 (Lot 266, Plan 276), Part 2 (Part of Maitland Street Road Allowance) and Part 3 (Part of Albert Street Road Allowance) on Plan 22R-7437

WHEREAS under Section 268 of the Municipal Act, 2001 requires every municipality with authority to sell land to pass a by-law establishing procedures, including giving notice to the public, governing the sale of land.

AND WHEREAS it is deemed expedient and in the interest of the Corporation of the Township of Howick, hereinafter referred to as the Township, that parts of the lands known as Part 1 (Lot 266, Plan 276), Part 2 (Part of Maitland Street Road Allowance) and Part 3 (Part of Albert Street Road Allowance) on Plan 22R-7437 described in Schedule "A" attached hereto and forming part of this by-law, hereinafter referred to as the subject lands, are surplus to the needs of the Township;

AND WHEREAS in accordance with By-law 53-2015 of the Township, Section 7.3 states that non-viable properties are exempt from the Declaration and Notice provisions of this policy and can therefore be sold by the Township without the need to declare intent to sell or give notice unless otherwise directed by Council;

AND WHEREAS the subject lands are deemed to be non-viable property, as defined by By-law 53-2015 of the Township, and are exempt from the declaration, notice and valuation provisions thereof.

NOW THEREFORE the Council of the Corporation of the Township of Howick hereby enacts as follows:

- 1. That the soil and freehold of the subject lands described in Schedule 'A' attached hereto and forming part of this by-law shall be sold to the persons listed in Schedule 'B' for the price of \$10,000 plus all costs;
- 2. That upon sale, an 'Application to Consolidate Parcels' be registered on title to consolidate the subject lands with the properties listed in Schedule 'C'.
- That the CAO/Clerk of the Township is hereby authorized to execute such deeds or other documents as may be necessary to affect the conveyance of the land as described herein;
- 4. That this by-law will come into full force and take effect upon final passing.

Read a first and second time this 9th	day of December, 2025.
Read a third time and finally passed	this 9 th day of December, 2025.
Reeve Doug Harding	CAO/Clerk Caitlin Gillis

SCHEDULE 'A'

SUBJECT LANDS BEING DESCIRBED AS:

Part 1 on Plan 22R-7437

Lot 266, Plan 276

Being Part 1 on Plan 22R-7437

Part of PIN 41443-0064 (LT)

Part of Maitland Street

Part of Maitland Street, PL 276 **Being Part 2 on Plan 22R-7437**Part of PIN 41443-0065 (LT)

Part of Albert Street

Part of Albert Street, PL 276 being Part 3 on Plan 22R-7437 Part of PIN 41443-0067 (LT)

SCHEDULE 'B'

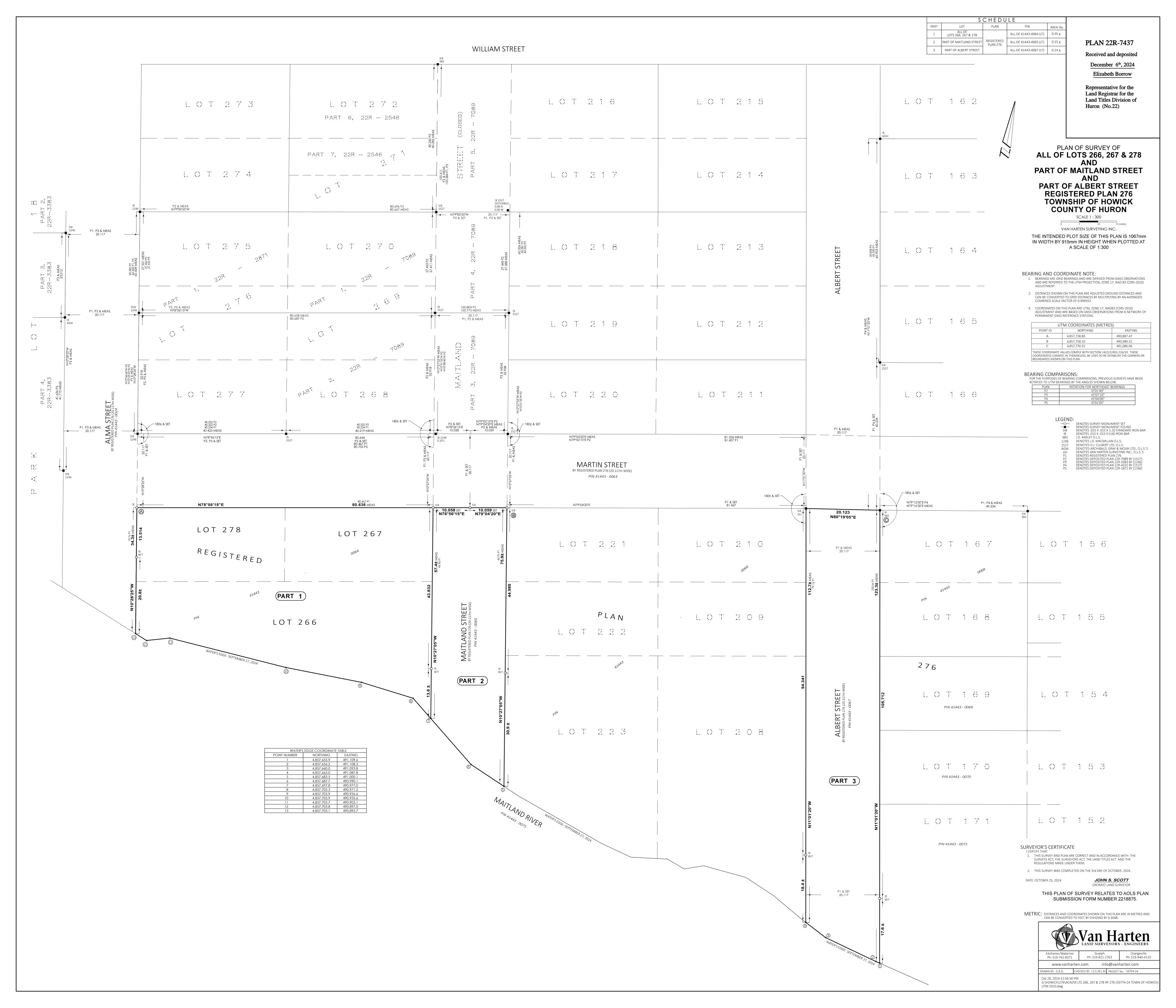
SUBJECT LANDS TO BE SOLD TO:

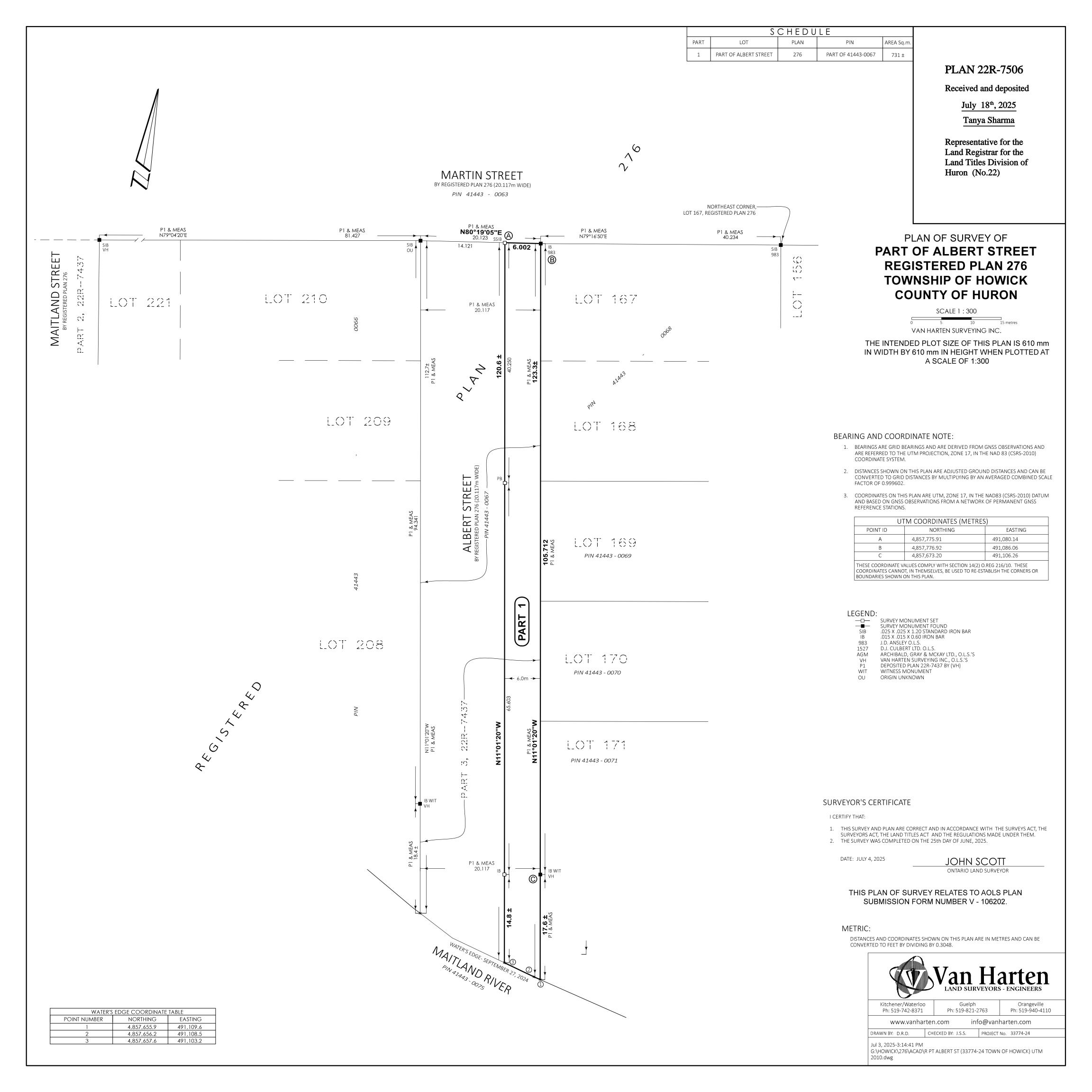
Patricia Walther and Rob Pettit 2038 Martin Street Gorrie, ON N0G 1X0

SCHEDULE 'C'

SUBJECT LANDS TO BE CONSOLIDATED WITH:

Plan 276, Lots 208, 209, 210, 221, 222, 223 Being Lots 208, 209, 210, 221, 222, 223 on Plan 276 PIN: 41443-0066 (LT)





By-law No. 59-2025

Being a by-law to authorize the sale and disposition of lands known as Part 1 (Lot 266, Plan 276), Part 2 (Part of Maitland Street Road Allowance) and Part 3 (Part of Albert Street Road Allowance) on Plan 22R-7437

WHEREAS under Section 268 of the Municipal Act, 2001 requires every municipality with authority to sell land to pass a by-law establishing procedures, including giving notice to the public, governing the sale of land.

AND WHEREAS it is deemed expedient and in the interest of the Corporation of the Township of Howick, hereinafter referred to as the Township, that parts of the lands known as Part 1 (Lot 266, Plan 276), Part 2 (Part of Maitland Street Road Allowance) and Part 3 (Part of Albert Street Road Allowance) on Plan 22R-7437 described in Schedule "A" attached hereto and forming part of this by-law, hereinafter referred to as the subject lands, are surplus to the needs of the Township;

AND WHEREAS in accordance with By-law 53-2015 of the Township, Section 7.3 states that non-viable properties are exempt from the Declaration and Notice provisions of this policy and can therefore be sold by the Township without the need to declare intent to sell or give notice unless otherwise directed by Council;

AND WHEREAS the subject lands are deemed to be non-viable property, as defined by By-law 53-2015 of the Township, and are exempt from the declaration, notice and valuation provisions thereof.

NOW THEREFORE the Council of the Corporation of the Township of Howick hereby enacts as follows:

- 1. That the soil and freehold of the subject lands described in Schedule 'A' attached hereto and forming part of this by-law shall be sold to the persons listed in Schedule 'B' for the price of \$10,000 plus all costs;
- 2. That upon sale, an 'Application to Consolidate Parcels' be registered on title to consolidate the subject lands with the properties listed in Schedule 'C'.
- That the CAO/Clerk of the Township is hereby authorized to execute such deeds or other documents as may be necessary to affect the conveyance of the land as described herein;
- 4. That this by-law will come into full force and take effect upon final passing.

Read a first and second time this 9th	day of December, 2025.
Read a third time and finally passed	this 9 th day of December, 2025.
Reeve Doug Harding	CAO/Clerk Caitlin Gillis

SCHEDULE 'A'

SUBJECT LANDS BEING DESCIRBED AS:

Part 1 on Plan 22R-7437

Lot 266, Plan 276

Being Part 1 on Plan 22R-7437

Part of PIN 41443-0064 (LT)

Part of Maitland Street

Part of Maitland Street, PL 276 **Being Part 2 on Plan 22R-7437**Part of PIN 41443-0065 (LT)

Part of Albert Street

Part of Albert Street, PL 276 being Part 3 on Plan 22R-7437 Part of PIN 41443-0067 (LT)

SCHEDULE 'B'

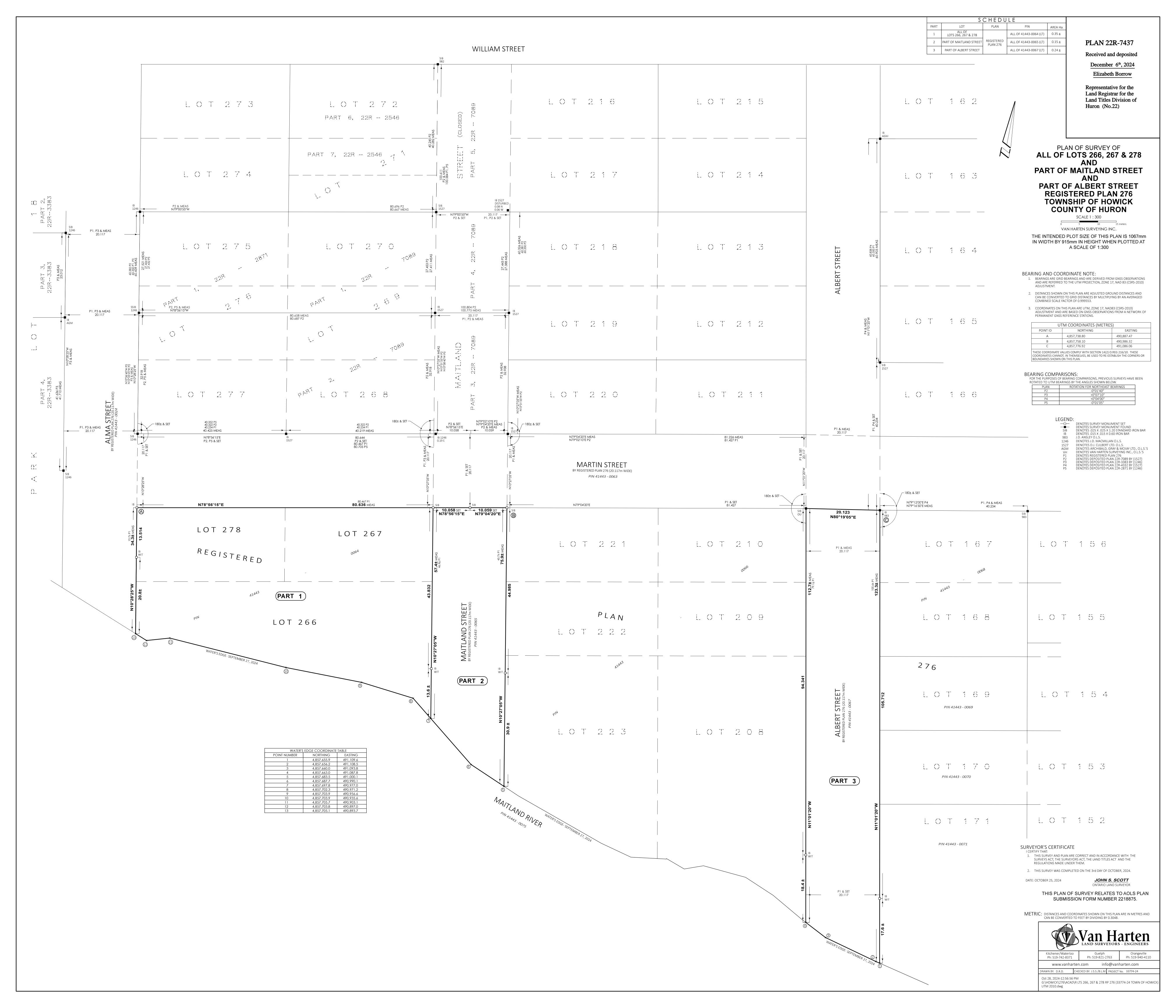
SUBJECT LANDS TO BE SOLD TO:

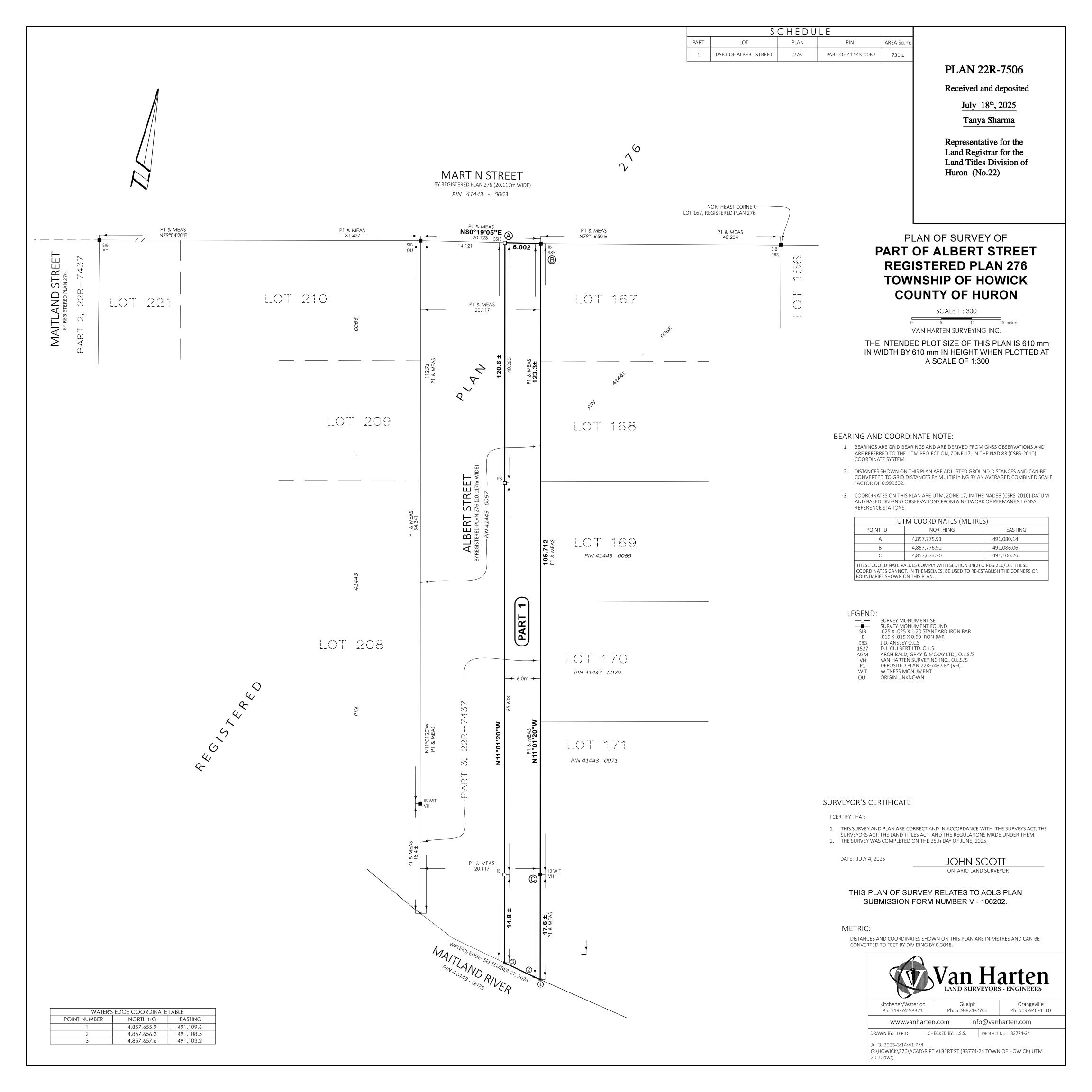
Patricia Walther and Rob Pettit 2038 Martin Street Gorrie, ON N0G 1X0

SCHEDULE 'C'

SUBJECT LANDS TO BE CONSOLIDATED WITH:

Plan 276, Lots 208, 209, 210, 221, 222, 223 Being Lots 208, 209, 210, 221, 222, 223 on Plan 276 PIN: 41443-0066 (LT)





By-law 60-2025

Being a By-law to Authorize the Execution of an Agreement to Provide Management of Solid Waste Services Between Waste Management Canada Corporation and the Corporation of the Township of Howick.

WHEREAS Subsection 11(1) of the Municipal Act, S.O. 2001, c. 25, authorizes a lowertier municipality to provide that the municipality considers necessary or desirable for the public;

AND WHEREAS the Council of the Township of Howick considers the management of waste as necessary or desirable for the public;

AND WHEREAS Section 391 of the Municipal Act authorizes a municipality to impose fees or charges on persons for services or activities provided or done by or on behalf of it; for costs payable by it for services or activities provided or done by or on behalf of any other municipality or any local board; and for use of its property including property under its control;

AND WHEREAS Subsection 11(2), paragraph 7 of the Municipal Act, 2001, authorizes a lower tier municipality to pass by-laws respecting services that the municipality is authorized to provide;

AND WHEREAS Council deems it necessary and desirable to enter into a contract with Waste Management of Canada Corporation;

AND WHEREAS, on June 3, 2021, the Province of Ontario enacted the Blue Box Regulation (0. Reg. 391/21) transferring operational and financial responsibility for the Corporation of the Township of Howick Blue Box Program to Extended Producer Responsibility (EPR) Blue Box with transition beginning on June 30, 2024;

NOW THEREFORE, The Council of the Township of Howick hereby enacts as follows:

- 1. That the CAO/Clerk and Reeve are hereby authorized to execute the agreement attached hereto as Schedule A, which forms part of this by-law.
- 2. That By-laws 33-2016 and 14-2024 are hereby repealed as of January 1, 2026.
- 3. This by-law shall come into force upon final passing.
- 4. That this By-law will be known as the "Solid Waste Management Agreement" By-law.

Read a first and second time this 9 th	day of December, 2025.
Read a third time and finally passed	this 9 th day of December, 2025.
	_
Reeve Doug Harding	CAO/Clerk Caitlin Gillis

By-law No. 61-2025

A By-law to confirm the proceedings of Council of the Corporation of the Township of Howick

Whereas, in accordance with the Municipal Act, 2001, S. O. 2001, Section 5(1), the powers of a municipal Corporation shall be exercised by its Council; and

Whereas, Section 5(3) of the Municipal Act, 2001, prescribes that the powers of every Council shall be exercised by by-law unless the municipality is specifically authorized to do otherwise; and

Whereas, it is deemed expedient that the proceedings of the Council of the Corporation of the Township of Howick be confirmed and adopted by by-law;

Now therefore, the Council of the Corporation of the Township of Howick enacts as follows:

- 1. That the actions and decisions of the Council of the Corporation of the Township of Howick at its regular Council meeting held December 9, 2025 in respect to each resolution and other action taken by the Council of the Corporation of the Township of Howick at these meetings, except where the prior approval of the Ontario Municipal Board is required, is hereby adopted, ratified and confirmed.
- 2. That the Reeve and proper officials of the Corporation of the Township of Howick are hereby authorized and directed to do all things necessary to give effect to the actions of the Council of the Corporation of the Township of Howick referred to in the proceedings section hereof.
- 3. That the Reeve and the Clerk, unless otherwise specified, are authorized and directed to execute all documents necessary in that behalf and to affix thereto the seal of the Corporation of the Township of Howick.
- **4.** This by-law shall come into force and takes effect on the date of its final passing.

Read a first and second time this 9th day	of December, 2025.
Read a third time and finally passed this	s 9 th day of December, 2025.
Reeve, Doug Harding	CAO/Clerk, Caitlin Gillis