

2027 CAPITAL PROJECT PLANS

October 28, 2026

OVERVIEW
Recommended Capital Project Plans and those for consideration

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1 Recommended CPPs

1.1 Development & Infrastructure Services

1.1.1 Building Management System

Year of Capital Plan	2027
Project Name	Building Management System
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q1	End - Q4	Project Length - 1 year

Project Summary
This project is a continuation of the Building Management System (BMS) replacement which had originally been scheduled for 2024 and which Council approved to carry forward into 2026. The BMS replacement at The Guild/PATH was completed successfully in early October 2026. The next priorities are the Hinton Centre then the Government Centre. A BMS is a computer-based system that controls and monitors a building's mechanical and electrical system. The project includes: • Replacing obsolete BMS controllers, fan coil controllers, cards, sensors, relays, actuators, thermostats. • Changing wiring and programming for better integration. • Installation, commissioning, and programming new parts. • Providing a software platform for maintenance of the BMS. • Attaching the BMS to the Town of Hinton software platform, with the ability to add buildings later.

Project Justification
BMS upgrades will create operational efficiencies in facility HVAC units, resulting in significant cost savings. Heating and cooling portions of the existing system contrast with one another which leads to unnecessary run times and energy over-consumption. The new BMS will prolong the life of equipment like chillers/air conditioners, boilers, and fans thus maximizing asset investments. By undertaking work concurrently across facilities, there will be cost savings for programing time and contractor travel/labour expenses.

Risk Assessment
The existing BMSs at the Government Centre and the Hinton Centre are obsolete and unable to be repaired. They have not been supported for over a decade.

Community Impact & Engagement
In the leased buildings, especially the Hinton Centre, which is purposed for event rentals, this upgrade will increase occupant comfort. Furthermore, the digital system will be monitored more regularly and efficiently by maintenance staff allowing prompt identification of system issues. This will reduce maintenance costs and downtime through preventative practices.

Disruptions are not anticipated, and any impacts to the Hinton Centre will be directly communicated to the lease holders.

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$ 185,000
TOTAL COST $ 185,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: $	Life Cycle of Asset (8-10 years)

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Ewa Arsenault, Maintenance Services Supervisor	Date: Sept. 22, 2026
Reviewed by: (Manager)	Name: Chelsea Fee, Operations Manager	Date: Oct. 15, 2026
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

1.1.2 Custodial Equipment Replacement

Year of Capital Plan	2027
Project Name	Custodial Equipment Replacement
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q1	End - Q1	Project Length – 0.25 year

Project Summary
Replace the auto scrubber at the Dr. Duncan Murray Recreation Centre.

Project Justification
The scrubber is over 15 years old, used daily by the custodial division, and has reached the end of its useful life. Parts are becoming more difficult to source, and equipment downtime is increasing which is negatively affecting custodial operational efficiency.

Risk Assessment
Risks include: • Potential equipment failure. • Increased wear and tear on floor surfaces and reduced longevity of a facility asset. • Increased risk to staff safety trying to manually maintain the large square footage area. • Potential staff injury.

Community Impact & Engagement
There will be minimal impact to the public. No communication is required.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$ 19,500
TOTAL COST $ 19,500	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: $	Life Cycle of Asset 15 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Ewa Arsenault, Maintenance Services Supervisor	Date: Sept. 22, 2026
Reviewed by: (Manager)	Name: Chelsea Fee, Operations Manager	Date: Oct. 15, 2026
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

1.1.3 Facilities Roof Replacement

Year of Capital Plan	2027
Project Name	Facilities Roof Replacement
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start – Q1	End – Q4	Project Length – 1 year

Project Summary
Replace damaged or failing roof sections at the Government Centre and Dr. Duncan Murray Recreation Centre.

Project Justification
In 2021, a consultant completed a roof condition assessment of Town buildings using visual and thermographic inspection methods. Membrane deterioration and areas of wet insulation were found in several areas. Re-roofing preserves the integrity of the roof membrane, reduces risks of water damage and/or mould issues arising from roof leaks, and improves energy efficiency by decreasing heat loss. Roof replacement and repairs began in 2025. Administration requested that this project be carried forward to 2026; however, it was not approved. The Government Centre building is 27 years old and the roof has a 25 year lifespan. It is a priority for replacement.

Risk Assessment
Risks include continued deterioration of assets leading to potential water damage and/or mould issues and remediation costs. Inflation will increase costs if the project does not proceed.

Community Impact & Engagement
There will be minimal impact to building occupants. Communication is not required.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$550,000
TOTAL COST $550,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: $	Life Cycle of Asset 25 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
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Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

1.1.4 Fleet Replacement

Year of Capital Plan	2027
Project Name	Fleet Replacement
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q1	End - Q4	Project Length – 1 year

Project Summary
Every year, portions of the Town's fleet require replacement as they reach the end of their useful life. Fleet replacements in 2027 will support Corporate Services, Transportation, Building Maintenance, and Parks and Public Works level of service commitments.

Project Justification

In 2026, Administration proposed a five-year fleet replacement schedule and Council approved approximately $1,116,162 for 2026.

Administration has evaluated the Town fleet to determine which assets require replacement in 2027. The following table outlines capital expenditure needs from 2027 to 2031. Eligibility for LGFF funding is included. If LGFF funding is allocated to fleet purchases in 2027, approximately $73,500 from LGFF will offset funds from reserves.

REPLACEMENT NEEDS	Total $/year	LGFF Eligible	LGFF Amount
Total 2027 Capital Replacement needs:	$ 1,323,400.00	Partial	$ 73,500.00
Total 2028 Capital Replacement needs:	$ 477,135.85	Partial	$ 292,400.00
Total 2029 Capital Replacement needs:	$ 318,720.00	No	$ -
Total 2030 Capital Replacement needs:	$ 922,982.50	Partial	$ 860,182.50
Total 2031 Capital Replacement needs:	$ 886,000.00	Partial	$ 437,500.00
Total 5yr Capital Fleet replacement needs:	**$ 3,928,238.35**		**$ 1,663,582.50**
Total 5yr Capital Fleet needs less LGFF:	**$ 3,380,817.98**		

EQUIPMENT RESERVE	Unit No.	Estimated Replacement/Purchase Cost
2009 Ford Escape 4X4	215	$ 49,500
2015 JDR Mower 1545 Cab	344	$ 73,500
NEW Scissor Lift Trailer	N/A	$ 15,000
2012 F150 EXT CAB 4X4	406	$ 58,500
2000 Ford Sterling Water Truck	412	$ 313,500
2002 430 D Cat Tractor Backhoe	441	$ 350,000
2011 International 7500 SBA Tandem	442	$ 414,000
2017 Electronic Message Board	454	$ 24,700
2017 Electronic Message Board	455	$ 24,700
TOTAL		**$ 1,323,400**

Risk Assessment
The Corporate Services vehicle proposed for replacement is unit 215, a 2009 Ford Escape which has surpassed its expected useful life (over 270,000 kms) and often has issues with the 4x4 functioning. It is intended that Corporate Services use this vehicle for out-of-town travel, however, due to poor functionality, other vehicles are routinely taken out of town, putting excess mileage and use on the remainder of the fleet. The proposed replacement is a similar style SUV. The Parks mower proposed for replacement is unit 344, a 2015 John Deere Riding lawn mower, which is routinely used for snow removal in winter. This unit had nearly 4,000 hours on it in 2026 when the transmission malfunctioned and it was parked due to the cost of the repair. The proposed replacement is another closed cab-style riding mower. An additional Building Maintenance trailer is proposed to be added to the fleet, to transport the scissor lift. Currently, each time the scissor lift is needed at a facility a contractor is hired to transport the lift, resulting in excess operating costs. Purchasing a trailer would offset these costs within several years and within the replacement life of the trailer, which would result in cost savings. The two electronic message boards that are proposed for replacement are units 354 and 355. These are critical for Town communications during event coordination, street sweeping/snow removal, utility and parks closures, etc. The current units have maintenance issues and generally require repairs every time they are deployed. Their information programming is also outdated; therefore, these are proposed to be replaced with newer, more modern message boards. The Public Works vehicle proposed for replacement is unit 406, a 2011 F150 extended cab. It is primarily used by the Development & Infrastructure engineer. This unit is at the end of its useful life and is proposed to remain a backup unit for the mechanics in the event of emergency equipment breakdowns and call outs. The current unit the mechanics are using is unit 461, a 2005 Chevy Silverado 3500 that has the same mileage as 406, but poorer fuel economy and is too large and heavy for call outs to assist mowers in ditches or garbage trucks at the municipal dump. It is proposed that unit 461 be sent to auction, and unit 406 be replaced with a smaller SUV for the Development & Infrastructure engineer. An SUV would be better suited for project inspections and tours with consultants. The Public Works water truck proposed for replacement is unit 412, a 2000 Ford Sterling water truck. The chassis of this water truck is past its expected useful life and parts for the chassis are no longer available. Additionally, when originally purchased, the chassis and the water tank were not matched for the legal rated capacity and due to weight restrictions, the water tank can only be filled halfway before to remain road legal. It is proposed that this unit be replaced. A water truck is critical for Town operations as it is used for dust suppression, street sweeping, grading roadwork, and flooding outdoor rinks in the winter. The Public Works tandem proposed for replacement is unit 442, a 2011 International 7500 tandem that should have been replaced in 2026 according to Fleet Replacement Policy IN-3201. This unit is the only manual transmission tandem in the fleet and requires additional training and competency before operators can deploy it. It is ineffective for emergency sanding or snow removal operations if trained operators are not available. This unit would be replaced with an automatic transmission 7500 style tandem.

The Public Works tractor backhoe proposed for replacement is unit 441, a 2002 430D tractor backhoe. This unit is well past its useful life and is generally not utilized. Unit 457, a 544K loader and unit 402, a mini excavator are better suited to Public Works and Parks departments. This unit is proposed to be replaced with an additional 544 sized loader, rather than another tractor backhoe. Currently, the Town fleet has two 544 sized loaders; however, unit 427, a 2005 544J loader, is slated to be used only as the critical spare loader but often needs to be used in conjunction or simultaneously with unit 457. Unit 427 is also past its useful lifespan and engine hours. This illustrates the need for an additional usable and reliable second loader that should be added to the fleet rather than another tractor backhoe type unit. It is proposed that unit 427 is sent to auction to increase the fleet reserve.

Community Impact & Engagement
N/A

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☒	Other ☐
Notes: Fleet Reserve and possibly LGFF (Local Government Fiscal Framework)			

Capital Budget Impacts	
2027	$1,323,400 (Reserves)
2028	$477,136 (Reserves)
2029	$318,720 (Reserves)
2030	$922,983 (Reserves)
2031	$886,000 (Reserves)
TOTAL COST $3,928,239	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒	Life Cycle of Asset: As specified in Fleet Replacement Policy

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
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Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

1.1.5 Golf Club Roof and Deck Repairs: Carry forward

Year of Capital Plan	2027
Project Name	Golf Club Roof and Deck Repairs: Carry forward
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☒	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start – Q1	End – Q4	Project Length – 1 year

Project Summary
The Golf Club HVAC replacement was completed in 2026 with a budget surplus. Administration requests that a portion of the surplus be used to replace asphalt roof shingles and repair the upper floor balcony.

Project Justification
The Golf Clubhouse roof shingles were not installed correctly, hence there are many missing shingles and the roof is compromised. The sheathing is exposed to the elements and further damage. Several minor repairs have been made to prevent leaks inside the building, but these are only temporary. Quotes have been obtained to replace the entire roof with new 25-year shingles. In April 2025, Associated Engineering inspected the building and evaluated its condition. They noted issues along the west side of the building. The roof beam line and balcony beam line had differential settlement between column locations and the concrete pile caps appeared to be at different elevations. Some missing hangers were also noted. The report includes recommendations and is available for review.

Risk Assessment
If not replaced, the roof will become a water entry point which will potentially damage the inside of the building and cause mould.

Community Impact & Engagement
There will be minimal impact to customers during the work. Communications are not required.

Sources of Funding			
Taxes ☒	Reserves ☒	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$ 65,000
TOTAL COST $ 65,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: $	Life Cycle of Asset - 25 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Ewa Arsenault, Maintenance Services Supervisor	Date: Sept. 23, 2026
Reviewed by: (Manager)	Name: Chelsea Fee, Operations Manager	Date: Oct. 15, 2026
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

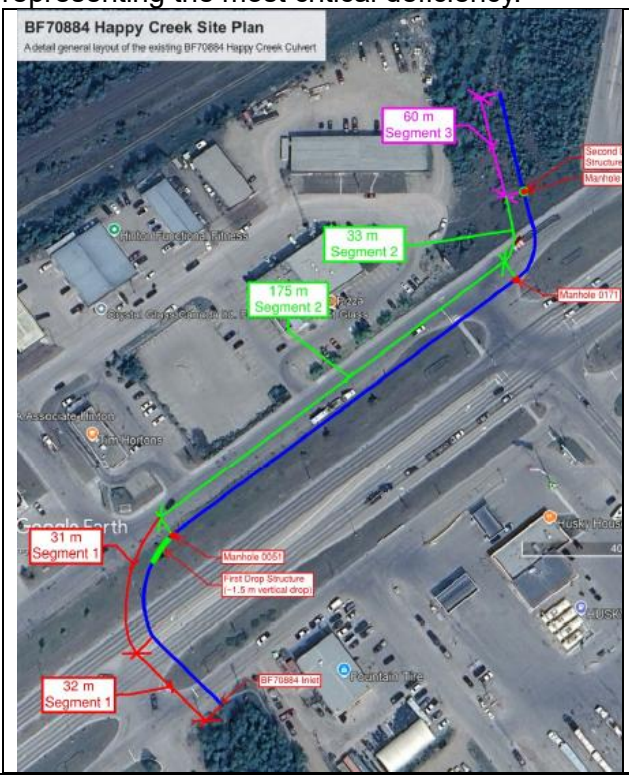
1.1.6 Happy Creek Culvert Replacement and Maintenance

Year of Capital Plan	2027
Project Name	Happy Creek Culvert Replacement and Maintenance
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☒	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q1 2027	End - Q4 2028	Project Length - 2 years

Project Summary
Design and replacement of Culvert BF70884-1, including compliance with fisheries and other regulatory requirements. The culvert has shared ownership: Alberta Transportation and Economic Corridors (TEC) owns and manages the 45.7 m upstream section of culvert beneath Highway 16, while the Town of Hinton owns and manages the approximately 280 m downstream section. The project received Council approval as part of the 2026 budget planning process.

Project Justification
The existing culvert is a 1,829 mm diameter corrugated steel pipe (CSP) that was installed in 1955. It was later extended at both ends. A recent inspection identified significant deformation and sagging in the second drop structure and downstream barrel, with severe distortion representing the most critical deficiency.





Risk Assessment
Continued deterioration of the culvert could lead to structural failure, backfill loss, void formation, road settlement, reduced drainage, and loss of support beneath Highway 16. If emergency repairs become necessary, the cost, traffic disruption, and impact on Highway 16 users could be significantly greater than the planned project.

Community Impact & Engagement
The project may cause temporary traffic disruption, noise, and access impacts for nearby residents, businesses, and Highway 16 users. A communications plan will be implemented to provide advance notice and regular updates on construction activities, traffic restrictions, and access changes.

Sources of Funding			
Taxes ☒	Reserves ☒	Grants ☒	Other ☐
Notes: The Town has secured funding for the project from TEC to a maximum of $2,925,000. Under the grant, 75% of the eligible project costs will be funded through TEC with the remaining 25% funded from Town reserves.			

Capital Budget Impacts	
2027	$ 1,500,000
2028	$ 1,425,000
TOTAL COST $2,925,000, with 75% paid for by TEC grant	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: $	Life Cycle of Asset 30 - 40 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Ash Rajput, Development & Infrastructure Engineer	Date: Sept. 30, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 2, 2026

1.1.7 Hardisty Lift Station Pump Rebuild

Year of Capital Plan	2027
Project Name	Hardisty Lift Station Pump Rebuild
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q2	End - Q3 2028	Project Length – 1.5 year

Project Summary
Rebuild the two grinder pumps at the Hardisty Lift Station which macerate solid waste and debris into a fine slurry before pumping it towards the wastewater treatment facility.

Project Justification
Rebuilds are required due to wear and tear on the cutting teeth, gaskets, seals, and related components. A full maintenance assessment and repair of the pumps is proposed during rebuilding. A 2026 quote totaled $81,000 for one pump: $66,000 in parts plus $15,000 in labour. Replacing two pumps is expected to double the cost. It is recommended that one pump be refurbished in 2027 and the second in 2028.

Risk Assessment
If this maintenance work is not completed, the pumps could fail and the lift station doesn't work as intended. This could mean that solids are not broken down enough, causing blocked sewer lines and waste backup that could damage Town infrastructure and have negative environmental implications.

Community Impact & Engagement
N/A

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☐	Other ☐
Notes: Utility Reserves			

Capital Budget Impacts	
2027	$81,000 (One pump)
2028	$81,000 (Second pump)
TOTAL COST $162,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: N/A	Life Cycle of Asset - 20 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
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Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

1.1.8 Hinton Centre Improvements

Year of Capital Plan	2027
Project Name	Hinton Centre Improvements
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start – Q1	End – Q4	Project Length – 1 year

Project Summary
Replace the moveable wall and light fixtures in the Hinton Centre.

Project Justification
The current moveable wall partition that divides the North and South Salons at the Hinton Centre was installed during the 2003 Hinton Centre renovation and has seen extensive use. It can no longer be moved back and forth safely. Several repairs have been made over the years, which worked temporarily. A repair technician familiar with the Modernfold system is no longer available. The light fixtures are obsolete or use inefficient technology. The chandeliers are no longer manufactured, several do not work, and parts are not available. It is proposed to replace them with LED fixtures.

Risk Assessment
Rental potential for the main banquet hall is now limited due to the restricted room set-up and poor lighting. If a wall panel were to become dislodged and fall while being moved, someone could be injured.

Community Impact & Engagement
Minimal impact is anticipated while work is underway. The project would significantly improve rental potential; thereby positively impacting the community, which has limited room rentals of this size.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$ 55,000
TOTAL COST $55,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: $	Life Cycle of Asset 20 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
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Reviewed by: (Manager)	Name: Chelsea Fee, Operations Manager	Date: Oct. 15, 2026
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2025

1.1.9 Hydrant Replacement

Year of Capital Plan	2027
Project Name	Fire Hydrant Replacement
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q2	End - Q3	Project Length – 0.5 year

Project Summary
Repair or replace 11 fire hydrants.

Project Justification
Several fire hydrants in Hinton are currently out of service and require repair or replacement to ensure reliable fire protection coverage. Based on 2026 costs, hydrant replacement is estimated at approximately $40,000 per unit; therefore, completing the required repairs or replacements within the current operating budget is not feasible. Hydrants become inoperable due to automobile collisions, seized valves at the water line, and other mechanical issues. Hydrants should have the same life span as the water main they are attached to, which can be up to 80 years. In 2026, Administration requested $1,260,000 to repair 21 hydrants at $60,000 per hydrant. Council approved $315,000 per year for four years. In 2026, 13 inoperable hydrants were repaired for $315,000. Administration is requesting $440,000 to complete repairs/replacement on eight hydrants in the original scope plus three hydrants that have since gone out of service.

Risk Assessment
Houses and buildings surrounding inoperable fire hydrants lack fire protection. Residents and businesses frequently phone Administration to express their concerns about the risk to their properties due to inoperable fire hydrants. A hydrovac truck is required for repairs involving excavation, as it helps prevent damage to underground utilities such as gas, power, and communications infrastructure. Where concrete restoration is required, both the construction timeline and overall project costs could increase.

Community Impact & Engagement
Replacing or repairing fire hydrants will lower the fire risk for nearby households. Communications will be shared to illustrate the value of the project.

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☐	Other ☐
Notes: Water and Sewer Reserves			

Capital Budget Impacts	
2027	$440,000
TOTAL COST $440,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: N/A	Life Cycle of Asset 40-80 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
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Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

1.1.10 Kelley Road Erosion Mitigation

Year of Capital Plan	2027
Project Name	Kelley Road Erosion Mitigation
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☒	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q2 2027	End - Q3 2028	Project Length – 2 years

Project Summary
Design and construction of erosion-control improvements to address ongoing ditch erosion along Kelley Road.

Project Justification
Severe and ongoing erosion along the Kelley Road stormwater ditch is gradually undermining the roadside swale and shoulder. If the erosion is not addressed, it may continue to damage the ditch, reduce culvert capacity, and affect the adjacent roadway. In 2026, an engineering investigation confirmed erosion, channel degradation, and significant sediment accumulation at the downstream culvert. Erosion-control improvements were recommended to protect the roadway and maintain safe drainage. Recommended improvements include riprap, Geoweb, or cable concrete to help stabilize the ditch, maintain drainage capacity, and protect Kelley Road from further deterioration.  

Risk Assessment
The ongoing ditch erosion and sediment buildup could reduce drainage capacity and affect the stability of the adjacent roadway. If not addressed, the erosion may continue to worsen, increasing sediment accumulation and damage to Kelley Road and the downstream culvert.

Community Impact & Engagement
Construction may temporarily affect nearby residents, businesses, and Kelley Road traffic through delays, lane restrictions, reduced speeds, noise, and access impacts. The Town will keep the public informed via regular communications.

Sources of Funding			
Taxes ☒	Reserves ☒	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$ 1,000,000
2028	$ 100,000
TOTAL COST $1,100,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: $	Life Cycle of Asset 20 to 50 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
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Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin Director of Development & Infrastructure Services	Date: Oct. 2, 2026

1.1.11 Wastewater Pretreatment System

Year of Capital Plan	2027
Project Name	Wastewater Pre-treatment System
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☐	Growth ☒
Estimated Timeline	Start - Q2 2027	End - Q4 2030	Project Length - 4 years

Project Summary
Provision of a new sewage pre-treatment system, including headworks and screening equipment, to remove suspended solids and debris before wastewater is discharged into Mondi's wastewater lagoons.

Project Justification
The Town's wastewater system does not have pre-treatment screening. This allows solids and debris to enter the wastewater lagoon, which can reduce treatment efficiency and make it more difficult to achieve the required effluent quality. The proposed project will provide mechanical pre-treatment ahead of the lagoon, including screening and grit-removal equipment. The proposed pre-treatment system will help remove solids and debris before they enter the lagoon, improve overall treatment performance, and support compliance with effluent discharge requirements. It will also help protect water quality, aquatic ecosystems, and natural resources for future generations.





Risk Assessment
Failure to complete the project could reduce wastewater treatment efficiency and increase the risk of poor effluent quality and regulatory non-compliance. This could potentially affect the water quality and aquatic environment of the Athabasca River.

Community Impact & Engagement
The project will have a positive long-term impact on the community by improving treatment efficiency, supporting more reliable wastewater operations, and reducing operating costs. Following project approval, the Town will initiate public and stakeholder engagement to share project information, timelines, and anticipated impacts.

Sources of Funding			
Taxes ☒	Reserves ☒	Grants ☒	Other ☐
Notes: The Town has applied for Alberta Municipal Water/Wastewater Partnerships grant funding. If approved, the grant will fund 35% of the total anticipated project cost of $12,000,000.			

Capital Budget Impacts	
2027	$ 500,000
2028	$ 1,500,000
2029	$ 5,000,000
2030	$ 5,000,000
TOTAL COST $ 12,000,000	

Operating Budget Impact	
Ongoing Costs: Yes ☒ No ☐ Estimated amount: $ 100,000 per year	Life Cycle of Asset 20 – 30 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Ash Rajput, Development & Infrastructure Engineer	Date: Sept. 30, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 2, 2026

1.1.12 Water Valve Replacement

Year of Capital Plan	2027
Project Name	Water Valve Replacement
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q2	End - Q3	Project Length – 0.5 year

Project Summary
Repair or replace 20 main water valves that are currently inoperable and out of service.

Project Justification
Water main valves typically become inoperable because of mineral buildup, infrequent use, aging seals, and physical wear. A gate valve generally has a service life of 10 to 15 years. Regular exercising and maintenance, currently funded through the water main operations budget, can help extend that service life. However, valves that have deteriorated beyond routine maintenance generally require replacement. A 2026 valve exercise program identified 20 valves along the main water line that could not be operated and require replacement. Restoring water valves is essential to maintain a reliable water supply for residents and businesses and to isolate sections of the system during emergencies. Based on 2026 costs, replacing a valve located in an asphalt roadway is estimated at approximately $15,000 per unit. As a result, the required work cannot be completed within the existing operating budget.

Risk Assessment
Properties near inoperable valves face increased risk during a water main break because crews may be unable to stop or isolate the flow of water promptly. Leaking valves are currently being kept in the closed position to prevent excessive water from accumulating on streets. If additional valves fail in these areas, customers could experience a water service interruption or reduced water pressure because fewer supply routes would remain available. A hydrovac truck is required for excavation-related repairs to reduce the risk of damaging underground gas, power, and communications infrastructure. If concrete restoration is required, the construction schedule may be extended and overall project costs may increase.

Community Impact & Engagement
Repairing or replacing these valves will reduce the likelihood of widespread or prolonged water outages caused by having to expand isolation areas. Communications will be required where water outages are necessary while the work is conducted.

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☐	Other ☐
Notes: Water and Sewer Reserves			

Capital Budget Impacts	
2027	$300,000
TOTAL COST $300,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: N/A	Life Cycle of Asset 10 - 15 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Chelsea Fee, Operations Manager	Date: Sept. 29, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

2 CPPs for Consideration

2.1 Community & Protective Services

2.1.1 Athabasca Riverfront Park Improvements

Year of Capital Plan	2027
Project Name	Athabasca Riverfront Park Improvements
Department Name	Community & Protective Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☒
Estimated Timeline	Start - Q1	End – Q4	Project Length – 1 year

Project Summary
Remove the existing deteriorated gazebo, site preparation, construct a larger gazebo on a concrete pad, landscaping, and install a permanent washroom facility.  

Project Justification
The existing gazebo requires removal due to safety concerns. The expanded gazebo will accommodate more visitors, tables, weddings, and community gatherings. The permanent washroom will improve visitor comfort and accessibility during park use and events. The improvements will enhance Riverfront Park's functionality, aesthetics, and alignment with Town design and branding standards.

Risk Assessment
Project delivery may be affected by increasing construction costs. If funding is not approved, the existing gazebo will require removal to mitigate safety and liability risks, and further delays may increase replacement costs due to inflation.

Community Impact & Engagement
The project will benefit park visitors, families, schools, community groups, and event organizers by improving amenities and supporting weddings and community gatherings. The gazebo and permanent washroom will enhance the visitor experience and overall park appeal. Communications will inform residents of the improvements and outline reservation processes and applicable fees for exclusive park use.

Sources of Funding			
Taxes ☒	Reserves ☒	Grants ☒	Other ☐
Notes: Parks Reserve Fund			

Capital Budget Impacts	
2027	$110,000 (gazebo) + $55,000 (permanent washrooms)
TOTAL COST $165,000	

Operating Budget Impact	
Ongoing Costs: Yes ☒ No ☐ Estimated amount: $2,235	Life Cycle of Asset 20 years

Strategic Priority			
Economic Strength☐	Livability ☒	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☒	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Chad Oshanyk, Arena Parks Supervisor	Date: Sept. 8, 2026
Reviewed by: (Manager/Director)	Name: Alexa McEachern, Parks, Recreation and Culture Manager	Date: Sept. 16, 2026
Approved by: (Director)	Name: Alex Corpodean, Director of Community & Protective Services	Date: Oct. 15, 2026

2.1.2 Erith Park Outdoor Rink Relocation

Year of Capital Plan	2027
Project Name	Erith Park Outdoor Rink Relocation
Department Name	Community & Protective Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start – Q1	End - Q4	Project Length – 1 year

Project Summary
Assess and confirm the preferred location for a replacement outdoor ice rink, including relocation from Erith Park to Lions Park or other suitable alternatives in 2027. Complete site assessments, a location recommendation report, preliminary design, and cost estimates to support Council's decision. Subject to approval, construction would occur in 2028 and include site preparation, concrete rink pad, board system, electrical services, lighting, landscaping, and park restoration.

Project Justification
The existing Erith Park Outdoor Rink is deteriorating, with increasing maintenance requirements, safety concerns, and limited long-term sustainability. Assessing potential locations in 2027 will allow the Town to evaluate site suitability, ice-retention conditions, accessibility, servicing, costs, and integration with existing amenities before selecting a preferred location. This approach supports informed decision-making and allows for design and budgeting in advance of potential construction in 2028.

Risk Assessment
Risks include continued deterioration and maintenance costs at the existing rink, unforeseen site conditions, construction cost escalation, contractor availability, and weather-related delays. Tree removal and temporary park disruptions may also generate public concern. These risks will be managed through site assessments, cost estimating, early planning, and clear public communication.

Community Impact & Engagement
If approved, construction in 2028 may temporarily affect park access and activities. Public communication will provide updates on the preferred location, project timing, potential tree removals, construction impacts, and facility availability, consistent with the Town's Public Participation Policy at the Inform level.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☒	Other ☒
Preliminary discussions with external organizations have identified potential interest in contributing funding toward this project. Should the project receive approval, Administration will pursue applicable grant opportunities and partnership funding sources to help offset project costs and maximize the value of the Town's investment. Administration will seek sponsorship opportunities to offset capital costs and reduce the portion funded through taxation.			

Capital Budget Impacts	
2027	$0 - internal location assessment
2028	$207,000
TOTAL COST $ 207,000	

Operating Budget Impact	
Ongoing Costs: Yes ☒ No ☐ Estimated amount: $5,428	Life Cycle of Asset 25 - 30 years

Strategic Priority			
Economic Strength ☐	Livability ☒	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Jarod McDonnell, Parks Lead Hand	Date: Aug. 28, 2026
Reviewed by: (Manager/Director)	Name: Alexa McEachern, Parks, Recreation & Culture Manager	Date: Sept. 16, 2026
Approved by: (Director)	Name: Alex Corpodean, Director of Community & Protective Services	Date: Oct. 15, 2026

2.1.3 Erith Park Redevelopment Design

Year of Capital Plan	2027
Project Name	Erith Park Redevelopment Design
Department Name	Community & Protective Services

Investment Type	Maintain ☐	Replace/Rebuild ☐	Growth ☒
Estimated Timeline	Start - Q1	End - Q4	Project Length – 1 year

Project Summary
Develop a detailed design and phased implementation plan for the redevelopment of Erith Park, including park amenities, active transportation connections, public open space, and potential residential development. Work will include site planning, engineering, landscape design, servicing, cost estimates, and construction-ready documentation, with implementation phased in accordance with Council's direction.

Project Justification
As directed by Council at the September 21, 2026, Committee of the Whole meeting, this project will advance the Erith Park redevelopment concept through detailed design and technical investigations. The work will establish feasibility, costs, priorities, and a phased implementation strategy to support Council's decisions on project scope, timing, and funding.

Risk Assessment
Risks include cost escalation, unforeseen site conditions, servicing and permitting requirements, scope changes, and coordination between park and residential development. These will be managed through technical investigations, professional design, cost estimating, phased planning, and ongoing communication with stakeholders.

Community Impact & Engagement
The project will support planning for improved park amenities, accessibility, connectivity, public open space, and potential residential development. Temporary impacts may occur during site investigations. Previous community feedback will inform the design, with additional engagement undertaken as appropriate. Phased implementation will allow improvements to be prioritized and delivered over time in accordance with Council's direction. If the project does not proceed, the existing park configuration will remain and continued deterioration may occur.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$260,000
TOTAL COST $260,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: $	Life Cycle of Asset N/A

Strategic Priority			
Economic Strength☐	Livability ☒	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☒	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Alexa McEachern, Parks, Recreation & Culture Manager	Date: Sept. 23, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Alex Corpodean, Director of Community & Protective Services	Date: Oct. 15, 2026

2.1.4 Hinton Trail Network Counters

Year of Capital Plan	2027
Project Name	Hinton Trail Network Counters
Department Name	Community & Protective Services

Investment Type	Maintain ☒	Replace/Rebuild ☐	Growth ☒
Estimated Timeline	Start – Q1	End - Q4	Project Length – 1 year

Project Summary
Establish a trail-use monitoring program through the purchase and installation of approximately 10 automated trail counters at strategically selected locations throughout Hinton's trail network. The counters will collect consistent trail-use data to establish baseline volumes and identify seasonal, daily and hourly usage patterns.

Project Justification
The Town currently has limited quantitative data regarding the use of Hinton's extensive trail network, making it difficult to accurately assess demand, identify high-use areas and prioritize future trail investments. Establishing a consistent trail-counting program will provide reliable data to support infrastructure planning, maintenance priorities, capital investment decisions, grant applications and evaluation of future trail improvements. A network of approximately 10 counters will allow the Town to establish baseline information across a range of trail locations while providing flexibility to rotate counters to additional locations as required. The information collected will provide an evidence-based approach to understanding trail utilization and demonstrating the value of existing and future trail infrastructure.

Risk Assessment
If the project does not proceed, the Town will continue to have no quantitative information regarding trail usage, which will result in capital and maintenance decisions being based on anecdotal feedback (qualitative data) or limited, biased observational data. This makes it more difficult to demonstrate demand, prioritize investments, and apply for grant funding applications. During implementation, potential risks include vandalism or damage to equipment, inaccurate data resulting from inappropriate placement or user behaviour, and minor operational impacts associated with installation and periodic data collection. These risks can be mitigated through strategic site selection, appropriate mounting and security measures, staff training, routine equipment checks, and periodic validation of counter data through manual observations or software and reporting trends.

Community Impact & Engagement
This project is expected to have minimal impact on the public during implementation, as counters will be installed at existing trail locations with limited disruption to trail users. Once implemented, the program will provide the Town with improved information about how residents and visitors use the trail network, supporting more informed decisions regarding future trail improvements and maintenance. Public communication may be required to explain the purpose of the counters and reassure trail users that the equipment is intended to collect aggregate trail-use information rather than personal information.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$16,000
TOTAL COST $16,000	

Operating Budget Impact	
Ongoing Costs: Yes ☒ No ☐ Estimated amount: $6,386	Life Cycle of Asset 10 years

Strategic Priority			
Economic Strength☐	Livability ☒	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Alexa McEachern, Parks, Recreation & Culture Manager	Date: Sept. 9, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Alex Corpodean, Director of Community & Protective Services	Date: Oct. 15, 2026

2.1.5 Permanent Washrooms – Disc Golf Course

Year of Capital Plan	2027
Project Name	Permanent Washrooms – Disc Golf Course
Department Name	Community & Protective Services

Investment Type	Maintain ☐	Replace/Rebuild ☐	Growth ☒
Estimated Timeline	Start - Q1	End - Q3	Project Length – 1 year

Project Summary
Install one permanent public washroom facility at the Disc Golf Course. The project will include site preparation, concrete pad foundation construction, washroom structure, accessibility considerations, signage, and site restoration.

Project Justification
The Town currently incurs annual costs of $2,000 to rent temporary washroom facilities at the Disc Golf Course. A permanent washroom would provide a reliable, long-term amenity for residents and visitors while reducing ongoing rental expenses and supporting the continued use of the course. A permanent facility would provide a more practical and sustainable long-term solution.

Risk Assessment
If the project does not proceed, the Town will continue to incur annual port-a-potty rental and servicing costs at the Disc Golf Course. Project implementation risks include unforeseen site conditions, vandalism, procurement delays, and potential impacts to course users during construction.

Community Impact & Engagement
The project is expected to positively impact residents and visitors by providing convenient permanent washroom access directly at the Disc Golf Course Temporary impacts may include construction activity, noise, and restricted access to portions of the course. Public communication will be provided in advance of construction to advise users of anticipated timelines and temporary access changes. Formal public engagement is not anticipated to be required, as the project addresses an existing recreational amenity and identified operational and safety concerns.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☐	Other ☐
Notes: Administration will seek sponsorship opportunities to offset capital costs and reduce the portion funded through taxation.			

Capital Budget Impacts	
2027	$ 95,000
TOTAL COST $95,000	

Operating Budget Impact	
Ongoing Costs: Yes ☒ No ☐ Estimated amount: $2,235	Life Cycle of Asset 25 years

Strategic Priority			
Economic Strength☐	Livability ☒	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☒	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Alexa McEachern, Parks, Recreation, & Culture Manager	Date: Sept. 9, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Alex Corpodean, Director of Community & Protective Services	Date: Oct. 15, 2026

2.2 Corporate Services

2.2.1 Mascot Replacement

Year of Capital Plan	2027
Project Name	Mascot Replacement
Department Name	Corporate Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q1	End - Q2	Project Length - 0.5 year

Project Summary
Replacement of the Town of Hinton mascot suit, the Athacat.

Project Justification
The Athacat is a Hinton icon and has served as the Town's official mascot since the 1990s. The cougar has been recognized as the Town's official animal since a well-known photo of a cougar reclining on the Welcome to Hinton sign surfaced years ago. A mascot's primary role is to represent and promote the community, strengthen its identity, and foster a sense of pride and belonging among residents. The current Athacat costume was created in the early 2010s and is now showing significant wear. It no longer meets modern standards for visibility, comfort, and safety, which has limited its use at community events and Town functions. Mascots help create positive experiences and strengthen community connections. Replacing the Athacat costume will renew interest in Hinton's mascot, increase its visibility and use, support the Town's brand, and enhance community engagement. This project was first proposed in 2026. Council subsequently deferred mascot replacement funding to the 2027 budget and directed the Hinton Youth Advisory Council (HYAC) to provide recommendations before June 2027. HYAC recommended retaining the Athacat name and replacing the existing costume with a new one.

Risk Assessment
If the project does not go ahead, the Athacat suit will deteriorate further, risking reputational damage, potential health and safety risks, and continued low usage until the suit is no longer fit for purpose.

Community Impact & Engagement
Replacing the Athacat costume would have a positive impact on the community. A new costume would increase the mascot's visibility through appearances at Town signature events, parades, community gatherings, and other public functions. Increased exposure, combined with a modern and professionally designed costume, would strengthen community pride and create opportunities for more bookings by external organizations for their events. The Athacat can also support public engagement initiatives by promoting Town programs and priorities, such as recycling, beautification, and public awareness campaigns. The mascot has previously been featured in Town communications, including the 2024 "Shovel Your Sidewalk Like the Athacat" video.

HYAC recommended involving youth in the design process and providing the public with an opportunity to vote on the final design. These recommendations could be incorporated into the procurement and design process.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$10,000
TOTAL COST $10,000	

Operating Budget Impact	
Ongoing Costs: Yes ☒ No ☐ Estimated amount: $700 (cleaning and minor repairs)	Life Cycle of Asset 15 - 20 years

Strategic Priority			
Economic Strength☐	Livability ☒	Organizational Excellence ☐	Infrastructure Sustainability ☐
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by:	Name: Fuchsia Dragon, Legislative & Corporate Initiatives Manager	Date: Sept. 9, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Alicia Bourbeau, Director of Corporate Services	Date: Oct. 5, 2026

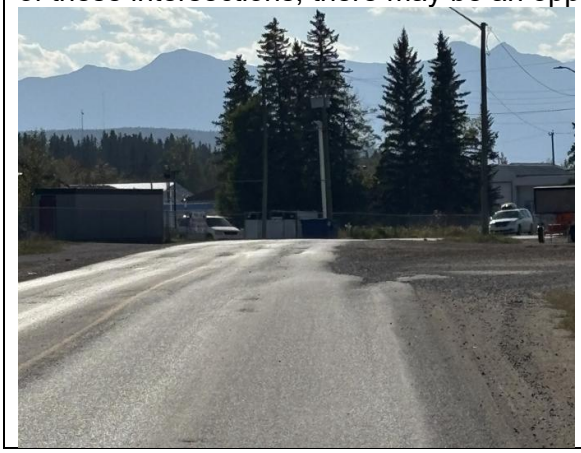
2.3 Development & Infrastructure Services

2.3.1 Asphalt Apron Repairs

Year of Capital Plan	2027
Project Name	Asphalt Apron Repairs
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q2	End - Q3	Project Length – 0.5 year

Project Summary
Asphalt rehabilitation and upgrade work at the gravel approaches of Willow Creek Road, the sawmill entrance on Kelley Road, and Robb Road from the Cemetery to Mountain Street.

Project Justification
These approaches require rehabilitation and upgrade work as the asphalt in the road lanes has been deteriorated by consistent heavy traffic at these intersections. Completing this work will increase the lifespan of the roads connected to the aprons as well as mitigate the hazard of motorists crossing over the centerline of the road to avoid the deteriorated sections of lanes. Upgrading the aprons will also reduce the amount of gravel and mud that is carried onto the main roads, thus reducing the continuous need for street sweeping and road cleaning operational activities. Originally scoped in 2024 in collaboration with West Fraser (WF), the most common heavy user of these intersections, there may be an opportunity for cost sharing. 

Risk Assessment
If improvement work is not completed, the asphalt road will deteriorate further. It is possible that unsafe road conditions could result in partial lane closures.

Community Impact & Engagement
Potential impacts to heavy industry traffic may occur at these intersections during the project. Administration will ensure a traffic accommodation plan is implemented for minimal impact.

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☐	Other ☐
Notes: Road Reserve A 2024 quote for this work was estimated at approximately $350,000. Based on inflation and the increase in the cost of oil for asphalt mix, it is anticipated that the cost will have increased by 16% for a total of $409,915. WF cost share (TBD): In 2025, a tentative $100,000 from WF was proposed to support the Town in undertaking this road work. Administration will re-engage to continue to determine the extent to which WF would be willing to financially support this project.			

Capital Budget Impacts	
Option 1 in 2027	$409,915 capital funding allocation from the Road Reserve
Option 2 in 2027	$309,915 from the Road Reserve contingent on funding from WF
Option 3 in 2027, 2028, 2029	$136,638 per year capital funding allocation from the Road Reserve (potential cost sharing in this option as well)
TOTAL COST: $409,915	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: N/A	Life Cycle of Asset 15 – 20 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Chelsea Fee, Operations Manager	Date: Sept. 15, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

2.3.2 Holiday Decorations Replacement

Year of Capital Plan	2027
Project Name	Holiday Decoration Replacement
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start - Q1	End - Q3	Project Length – 0.75 year

Project Summary
Replace aging and damaged holiday decorations used on light standards during the holiday season. These decorations are installed along Switzer Drive, Hardisty Avenue, and in the Hill and Valley shopping centres.

Project Justification
The current decorations are aging, visibly rusted, and difficult to maintain. Several sockets, wiring components, and related parts are damaged beyond repair or no longer functioning. Replacing the decorations will modernize the Town's seasonal displays and allow for updated styles that better complement public spaces, strengthen Hinton's visual appeal, and support a welcoming winter atmosphere. 

Risk Assessment
If replacement is deferred, maintenance demands will continue to increase, and the Town may eventually have too few functioning decorations available for installation. With new light standards being installed along much of Switzer Drive, there's an opportunity to update decorations, so they complement the streetscape and align with other Town enhancement initiatives, including the silhouette project.

Community Impact & Engagement
New holiday decorations will improve the appearance of public spaces and contribute to a more inviting seasonal environment. The project is expected to support community pride and enhance the overall holiday experience for residents and visitors.

Communications about the replacement project can be used to build awareness, highlight the investment in community presentation, and generate interest ahead of the 2027 holiday season.

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☐	Other ☐
Notes: Road Reserve 2026 prices average $800 per decoration; 80 decorations are needed, for a total of $64,000.			

Capital Budget Impacts	
2027	$64,000
TOTAL COST $64,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: N/A	Life Cycle of Asset 15-20 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☐
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Chelsea Fee, Operations Manager	Date: Sept. 22, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

2.3.3 Reimer Lift Station Backup Generator

Year of Capital Plan	2027
Project Name	Reimer Lift Station Backup Generator
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☐	Growth ☒
Estimated Timeline	Start - Q2	End - Q3	Project Length – 0.5 year

Project Summary
Purchase and install a natural gas generator as a permanent backup power source for the Reimer Lift Station.

Project Justification
The station currently has no backup power during outages. When an outage causes wastewater levels to rise, the Town must hire a contractor to pump out the station and keep levels under control. These callouts cost an average of $1,500, depending on the date, time, and contractor. The most recent incident occurred on a statutory holiday and cost the Town more than $5,000, including contractor charges and the cost of calling out a Town utility operator. Based on one $1,500 contractor callout per year, plus internal operator callout costs, the generator would pay for itself within 10 years—sooner if outages occur more frequently. A power interruption may also disable high-level alarm communication. Because the Reimer Lift Station is located directly beside Maxwell Lake—an environmentally sensitive aquatic area and highly visible tourist attraction—an overflow could cause significant environmental damage and serious consequences for the Town. This risk is heightened if contractors are unavailable.

Risk Assessment
Without a backup generator, the Town will continue to incur contractor and utility operator callout costs during power outages. A loss of power could also result in an overflow, creating risks to the environment, public safety, and the Town's reputation.

Community Impact & Engagement
N/A

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☒	Other ☐
Notes: Utility Reserves Current pricing for medium-sized commercial generators averages $35,000. Additionally, installation and fencing/security of the system are estimated at $15,000 totaling $50,000. Green Municipal Fund—Implementation Projects: Adaptation in Action This program supports municipal climate-adaptation projects, including infrastructure resilience, stormwater management, backup power, and climate-resilient infrastructure improvements. Funding may cover 60% of eligible costs, up to $30,000.			

Capital Budget Impacts	
Option 1 in 2027	$50,000 capital funding allocation from the Utility Reserves
Option 2 in 2027	$20,000 from the Utility Reserves, contingent on $30,000 from Green Municipal Fund
TOTAL COST $50,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: N/A	Life Cycle of Asset 15-20 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Chelsea Fee, Operations Manager	Date: Sept. 25, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

2.3.4 School Zone Speed Signs

Year of Capital Plan	2027
Project Name	School Zone Speed Signs
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☒	Growth ☐
Estimated Timeline	Start – Q1	End - Q3	Project Length – 0.75 year

Project Summary
Replace the Town's aging and unreliable electronic speed signs in all five school zones.

Project Justification
The existing electronic school zone speed signs are no longer supported by the supplier, cannot be recalibrated, and are producing inaccurate readings for motorists. They also cannot be programmed for the correct operating times, and replacement parts are no longer available. These signs provide an important traffic-safety reminder in high-traffic school zones, including McLeod Avenue and Hardisty Avenue, where motorists must consistently reduce speed. New signs would display accurate vehicle speeds and include a flashing "SLOW DOWN" message when posted speeds are exceeded, providing a clear and immediate visual reminder for motorists.

Risk Assessment
If funding is not approved, an irreparable failure could require one or more school zone speed signs to be removed without replacement, reducing the Town's ability to provide consistent speed reminders in school zones. The existing solar panels are expected to remain in good working order and are not included in the replacement scope. If compatibility issues arise or the panels begin to fail, additional costs may be incurred; however, these costs are expected to be manageable within the operating budget.

Community Impact & Engagement
Replacing the speed signs will help maintain roadway safety in school zones, support safer travel for students and pedestrians, and reinforce traffic safety as a key Town priority.

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☐	Other ☐
Notes: Roads Reserve A 2026 quote for one set of signs and batteries was $10,340. With five school zones requiring replacement signs, the estimated total project cost is $51,700.			

Capital Budget Impacts	
2027	$51,700
TOTAL COST $51,700	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: N/A	Life Cycle of Asset 12-15 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Chelsea Fee, Operations Manager	Date: Sept. 22, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026

2.3.5 Security Upgrades at The Guild

Year of Capital Plan	2027
Project Name	Security Upgrades at The Guild
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☐	Growth ☒
Estimated Timeline	Start – Q1	End - Q4	Project Length - 1 year

Project Summary
Replace the existing security system and add new CCTV cameras on the exterior of The Guild.

Project Justification
The Guild and PATH have no external cameras to support law enforcement following instances of vandalism, mischief, and theft of Town assets. In 2025, Administration undertook security system upgrades for existing components at both the Infrastructure Services Building and the Dr. Duncan Murray Recreation Centre. Administration recommends that all systems across Town-owned and operated facilities utilize ICT (Integrated Controls Technology) that is compatible and scalable. This action will centralize security monitoring under the portfolio of Infrastructure Service and Building Maintenance.

Risk Assessment
Without adequate external surveillance at The Guild, there is no means for investigative recourse when there is theft or damage to Town assets. Security also provides increased safety of public patrons and staff.

Community Impact & Engagement
None anticipated. Legislative requirements will be communicated at implementation phase.

Sources of Funding			
Taxes ☒	Reserves ☐	Grants ☐	Other ☐

Capital Budget Impacts	
2027	$65,000
TOTAL COST $65,000	

Operating Budget Impact	
Ongoing Costs: Yes ☒ No ☐ Estimated amount: Monitoring fees	Life Cycle of Asset 10 years or technology advancement

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☐	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Ewa Arsenault, Maintenance Services Supervisor	Date: Sept.30, 2026
Reviewed by: (Manager)	Name: Chelsea Fee, Operations Manager	Date: Oct. 15, 2026
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure	Date: Oct. 15, 2026

2.3.6 Sewer Pipe Scanner

Year of Capital Plan	2027
Project Name	Sewer Pipe Scanner
Department Name	Development & Infrastructure Services

Investment Type	Maintain ☐	Replace/Rebuild ☐	Growth ☒
Estimated Timeline	Start - Q1	End - Q2	Project Length – 0.5 year

Project Summary
Purchase sewer pipe scanner equipment.

Project Justification
Sewer flushing is a routine utilities maintenance activity used to clear built-up debris from pipes and help prevent blockages and backups in the Town's sewer system. Due to the time required, the current program typically covers only half of the sewer infrastructure each summer. New sewer scanning technology can assess pipe conditions and identify where flushing is needed. In 2026, staff trialed a sewer scanner and found it improved maintenance efficiency. Staff completed the scheduled inspection and flushing work, plus additional assessment and flushing in another area of the Town's system, within the same season. Purchasing this equipment would support a more proactive and targeted approach to sewer maintenance. By identifying pipe conditions before flushing, staff can prioritize areas that need service most, reduce unnecessary work, and better manage the risk of blockages or backups.

Risk Assessment
If this equipment is not purchased, the Town will be forced to continue relying on outdated and inefficient practices. This increases the risk of problem areas being overlooked, potentially resulting in service disruptions and higher maintenance/repair costs. In addition, the annual flushing program currently requires two full-time Utilities crew members for several weeks each summer. Without accurate data, areas that do not require flushing may continue to be serviced unnecessarily, resulting in a significant expenditure of staff time and resources. While the purchase of this equipment will not eliminate the risk of sewer line breaks or blockages, it will significantly reduce both the frequency and severity of these events. By enabling a more targeted and proactive maintenance approach, the Town can improve system reliability, optimize staff resources, and reduce the likelihood of costly emergency repairs and service interruptions.

Community Impact & Engagement
Targeted sewer flushing maintenance activities will lower the risk of sewer blockages/backups and improve services levels for residents and businesses.

Sources of Funding			
Taxes ☐	Reserves ☒	Grants ☐	Other ☐
Notes: Water and Sewer Reserves			

Capital Budget Impacts	
2027	$58,000
TOTAL COST $58,000	

Operating Budget Impact	
Ongoing Costs: Yes ☐ No ☒ Estimated amount: N/A	Life Cycle of Asset 15-20 years

Strategic Priority			
Economic Strength☐	Livability ☐	Organizational Excellence ☒	Infrastructure Sustainability ☒
Meaningful Relationships ☐	Recreation Centre Modernization ☐		

Approval		
Developed by: (Writer/subject expert)	Name: Chelsea Fee, Operations Manager	Date: Sept. 21, 2026
Reviewed by: (Manager/Director)	Name:	Date:
Approved by: (Director)	Name: Trent McLaughlin, Director of Development & Infrastructure Services	Date: Oct. 15, 2026