

The Corporation of the City of Kawartha Lakes
Agenda
Roads Task Force Meeting

RT2024-03

Tuesday, October 15, 2024

1:00 P.M.

Council Chambers

City Hall

26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Councillor Mike Perry

Councillor Pat Warren

Councillor Ron Ashmore

Councillor Eric Smeaton

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1. Call to Order	
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3. Deputations	
4. Deferred Business	
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RT2024-02.5.1 Roads 101 Presentation - Continuation Bryan Robinson, Director of Public Works Juan Rojas, Director of Engineering and Corporate Assets	
4.2 RT2024-03.4.2	58 - 75
RT2024-02.5.2 - Review of Latest Updates to 5 Year Roads Plan Juan Rojas, Director of Engineering and Corporate Assets	
5. New Business	
5.1 RT2024-03.5.1	
Roads Database Bryan Robinson, Director of Public Works	
6. Petitions	
6.1 RT2024-03.6.1	76 - 77
Petition Regarding a Request for the Resurfacing of Lightning Point Road Note: This is an electronic petition with 28 signatures	
6.2 RT2024-03.6.2	78 - 78
Petition Regarding a Request for the Resurfacing of County Road 41 Note: A complete copy of the petition with 108 signatures is available at the City Clerk's Office for viewing	

7. Other Business

8. Adjournment

The Corporation of the City of Kawartha Lakes
Minutes
Roads Task Force Meeting

RT2024-02
Tuesday, September 17, 2024
1:00 P.M.
Council Chambers
City Hall
26 Francis Street, Lindsay, Ontario K9V 5R8

Members:
Councillor Mike Perry
Councillor Pat Warren
Councillor Ron Ashmore
Councillor Eric Smeaton

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1. Call to Order

Chair M. Perry called the meeting to order at 1:00 p.m. Roads Task Force members P. Warren, E. Smeaton, and R. Ashmore were in attendance. Executive Assistant to Mayor and Council C. Ellison was also in attendance in Council Chambers.

2. Administrative Business

2.1 Adoption of Agenda

RT2024-07

Moved By Councillor Warren

Seconded By Councillor Smeaton

That the Agenda for the Roads Task Force Meeting of September 17, 2024 be adopted as circulated.

Carried

2.2 Declaration of Pecuniary Interest

There were no declarations of pecuniary interest disclosed.

2.3 Adoption of Minutes from Previous Meeting

RT2024-08

Moved By Councillor Smeaton

Seconded By Councillor Ashmore

That the Minutes of the Roads Task Force Meeting of Tuesday, August 6, 2024, be received and adopted.

Carried

3. Deputations

There were no deputations.

4. Correspondence

Councillor Perry read an email from a concerned resident regarding expectancy and a more proactive repair policy and invited other members to bring correspondence of a similar nature to the committee. Residents can also send in correspondence for the agenda to potentially give staff time to provide a response at the same meeting.

4.1 RT2024-02.4.1

Mayoral Memos regarding the Mayor's Priorities for the 2025 Budget

Councillor Mike Perry

Councillor Perry presented the two Mayoral Memos addressed to the Budget Committee to the members of the Task Force for informational purposes. Individual councillors were encouraged to submit similar memos to the Mayor for the budget process in future and to include any responses from staff that they had received.

It was also noted that there are productive monthly meetings with Managers in the Roads Division, led by Director Robinson to address ongoing questions or general concerns. There was a suggestion that perhaps similar meetings may be useful with the Engineering division.

RT2024-09

Moved By Councillor Smeaton

Seconded By Councillor Warren

That the Mayoral Memos 01-2024 and 02-2024 be received.

Carried

4.2 RT2024-02.4.2

Memorandum regarding Capital Financing Options for CKL Infrastructure

Councillor Ron Ashmore

Councillor Ashmore spoke to his memorandum that there may be other viable financing options available, and while staff may have looked at this in the past, circumstances and options change over time and now may be a prudent time to re-evaluate the suggestion.

RT2024-10

Moved By Councillor Smeaton

Seconded By Councillor Warren

That the Memorandum regarding Capital Financing Options for CKL Infrastructure from Councillor Ashmore be received, and

That the memorandum be referred to Treasury staff with a report back regarding financing options in Q2 of 2025.

Carried

5. New Business

5.1 RT2024-02.5.1

Roads 101 Presentation

Bryan Robinson, Director of Public Works

Juan Rojas, Director of Engineering

[2019 Roads 101](#)

Director Rojas and Director Robinson presented a revised Roads 101 presentation from 2019.

It was emphasized that the City of Kawartha Lakes has 7 households per lane km to support maintenance of the road network; in comparison, the City of Toronto has 100 households per land km and the City of Peterborough has 37. Maintenance costs are outpacing the rate of inflation and weather events are becoming more frequent, both pressures having a greater impact on the budget. The different types of roads that are maintained were highlighted, and it was noted that there are 6 classifications of roads, of which there are 5 that the City maintains. The classification of a road determines the standards to which it must be maintained. A Class 2 road (such as CKL 36) must meet higher maintenance standards than a Class 5 road. Class 6 roads, of which there are 386kms (772 Lane Kms or 14% of the road network) in the City, do not qualify for Minimum Maintenance Standards; the rest are patrolled and meet the legislated minimum standards. There is a database of all road segments that is jointly administered that outlines the classification of each road; its status as assumed, unassumed, private, or forced; the maintenance requirements; and other specifications. The meeting adjourned before the presentation could be completed. The presentation will continue in the next meeting from slide 33 and will be formally received then.

5.2 RT2024-02.5.2

Review of Latest Updates to 5 Year Roads Plan

This item was deferred until the next meeting.

5.3 RT2024-02.5.3

Sources of Funding

No additional discussion was had beyond the earlier discussion of Councillor Ashmore's memorandum.

5.4 RT2024-02.5.4

Case Studies

There were no case studies presented.

6. Other Business

There was a request of Director Robinson to provide an overview of the Roads Database to members of the Task Force. Director Robinson offered to present that at the next meeting.

7. Adjournment

RT2024-11

Moved By Councillor Warren

Seconded By Councillor Ashmore

That the Meeting adjourn at 2:42 p.m.

Carried

Roads 101

Roads Task Force

September 19, 2024

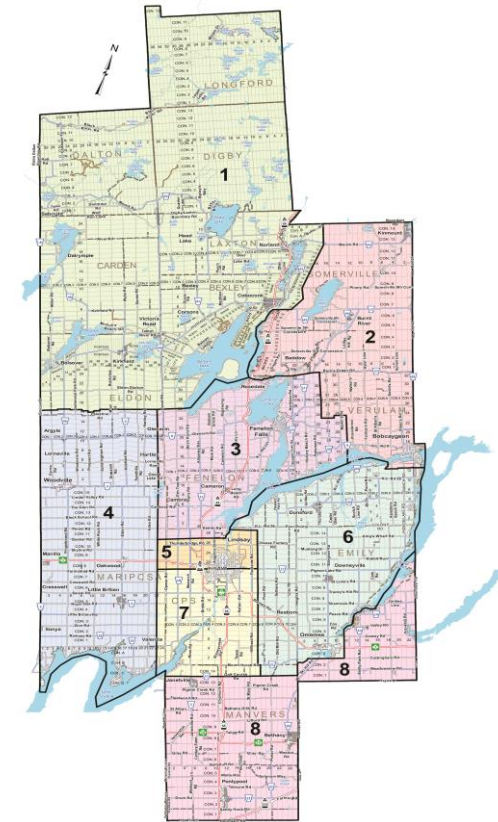
City of Kawartha Lakes

Geographic Size:

- 6th largest in Canada
- 2nd largest in Ontario

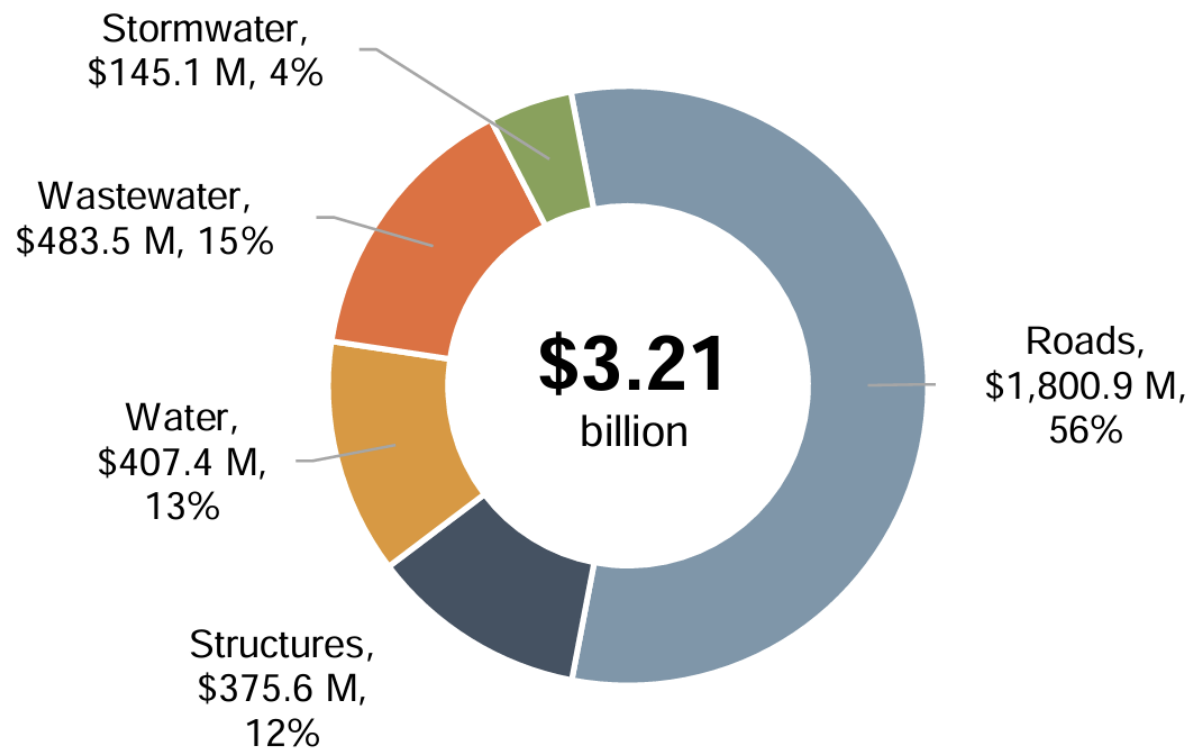
Population:

- 73rd largest City in Canada
- 25th largest City in Ontario

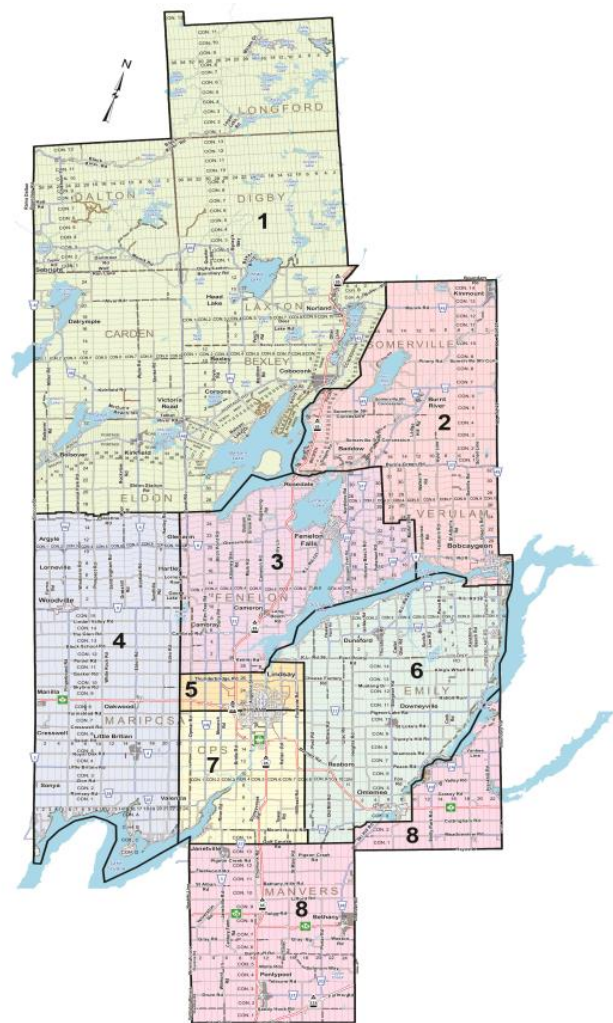


City Assets

Total Assets of \$3.21 billion



Road Network



City of
Kawartha
Lakes:

~ 5,400 lane
km of roads



Households per lane km of roads



City of Toronto has ~ 100 households per lane km

Households per lane km of roads



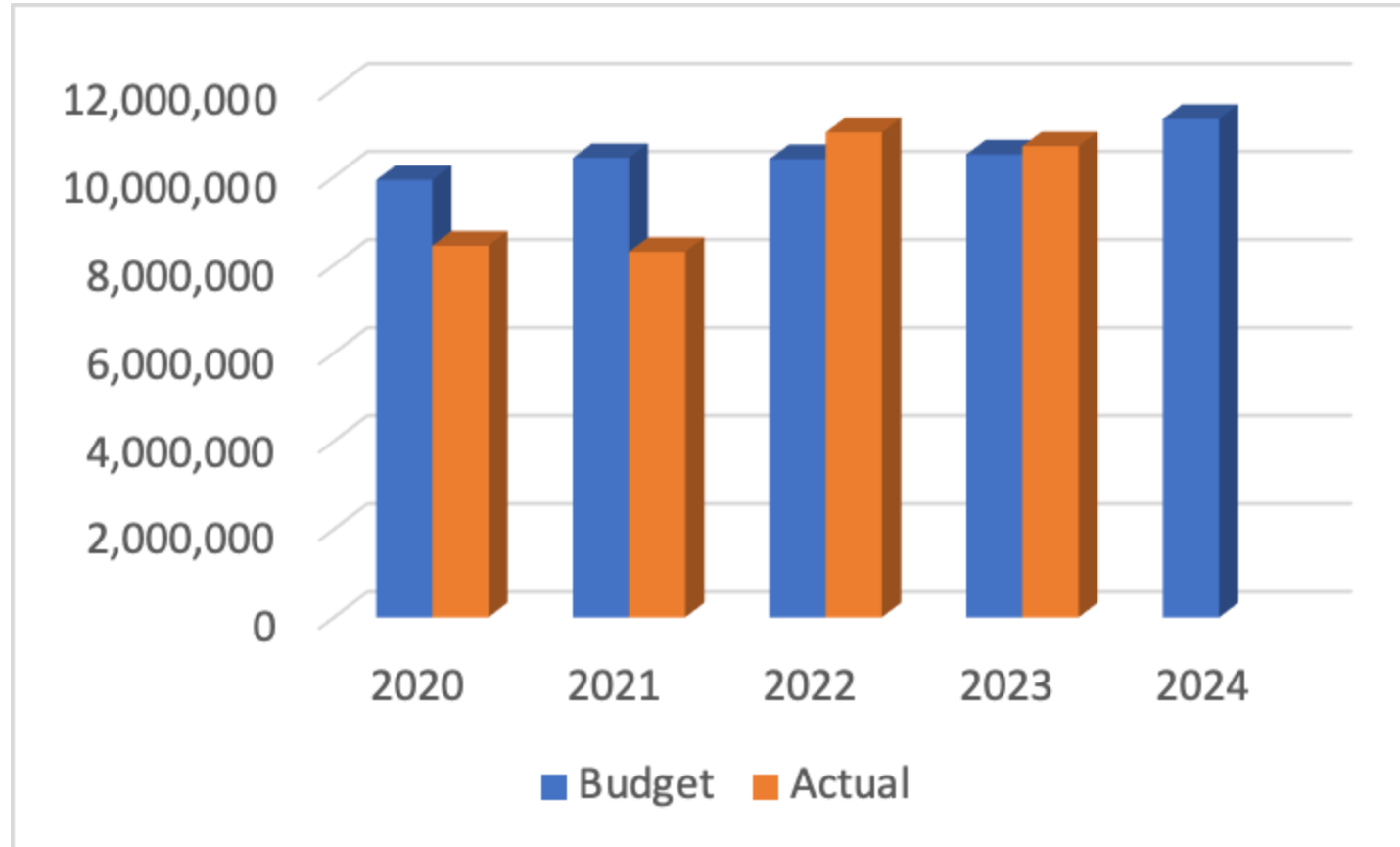
City of Peterborough has ~ 37 households per lane km

Households per lane km of roads



City of Kawartha Lakes has ~ 7 households per lane km

Winter Control Costs



Financial Summary - Roads

- Maintenance costs are growing beyond the rate of inflation
- Increase in weather related events
- Long Range Financial Plan update will need to consider the increasing financial pressure of roads maintenance



Building our Roads



Engineering and Corporate Assets

Implementation of Roads Capital Programs are primarily managed in the follow two divisions:

Infrastructure

Design & Construction

- Manager (1)
- Supervisor (2)
- Senior Engineering Tech (3)
- Engineering Tech (3)
- Construction Tech (0.5) - seasonal 6 month period
- Students (2)

Technical Services

- Manager (1)
- Supervisor (1)
- Senior Engineering Tech (2)
- Engineering Tech (2)
- Municipal Drainage Superintendent (1)
- Construction Tech (0.5) - seasonal 6 month period
- Students (3)

Engineering and Corporate Assets

In addition, the following Divisions provide support:

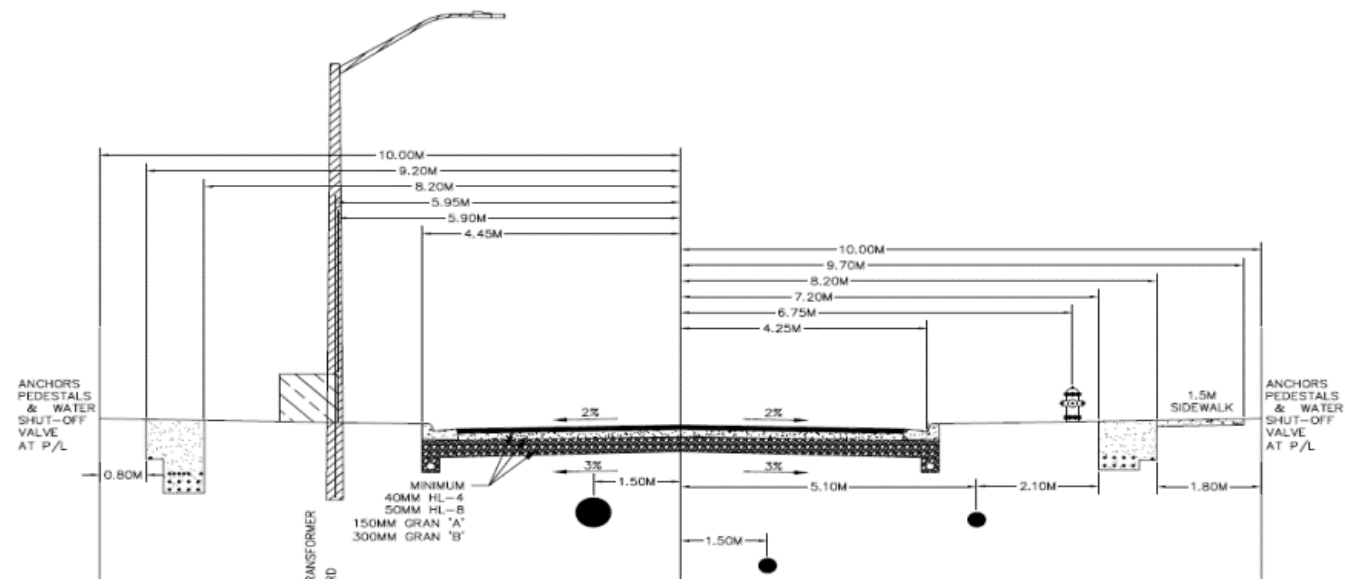
Development Engineering

Oversees and manages the implementation of private development, which includes plans of subdivision and development of unopened road allowances. Conducts review of and provides approval for capital design on behalf of the Ministry of Environment, Conservation and Parks.

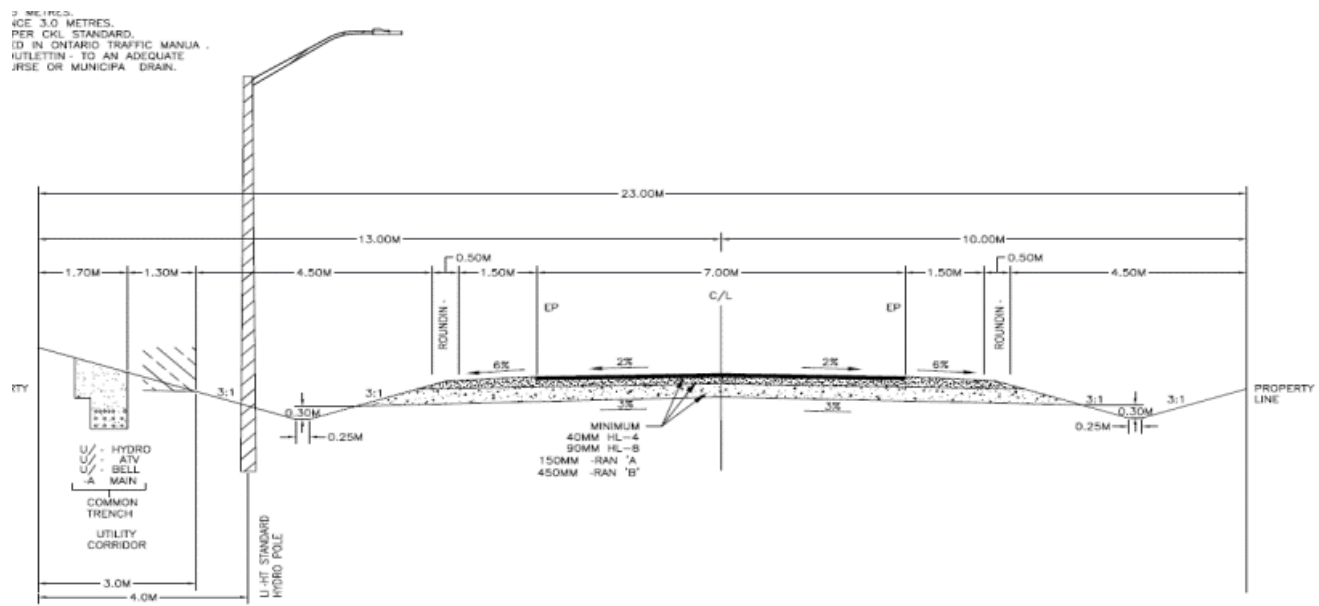
Corporate Assets

Provides asset management support for roads assets, determines sustainable long-term capital expenditure and funding levels, and develops long-term financial plans and annual capital budgets.

Road Types – Urban Road Standard



Road Types – Rural Road Standard



Asphalt
Surface



Road Types – Rural Road Standard



Hi-Float Surface



Gravel Surface

Roads Classifications

Under O. Reg 239/02 (Minimum Maintenance Standards), highways fall into classes 1-6 based on speed and volume.

- AADT means Annual Average Daily Traffic. It is derived from the total volume of vehicular traffic on the road divided by 365 days.

Speed								
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	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	3	4	4	5	5	6	
50 - 199	1	3	4	5	5	6	6	
0 - 49	1	3	6	6	6	6	6	

AADT

24

Roads Classifications

Based on the provincial and the City's classification systems, the City's road network is distributed as follows:

MMS Class of Roads	Roads Needs Classification	Kms	Example
1	Arterial	0	401
2		45	CKL 36
3	Collector	517	Kent St West
4		1394	Hartley Road
5	Local	358	Avery Point Road
6		386	Woodcock Line
Total		2700	

Roads Needs Assessment (Year?)

- A Roads Needs Study provides an overview of the overall condition of the road system and is a working tool for budgeting and determining which roads to improve and when
- The assessment of the City's road inventory is done every 5 years, where roads are prioritized based on condition rating, traffic volume and classification by local, collector and arterials status

5 Year Roads Plan 2023-2027

www.kawarthalakes.ca/fiveyear-roadsplan

Road Surface Type

Surface Type	Centreline-kms	Average Age (years)	Replacement Cost (2022\$)
High-class bituminous (HCB)	965	30.2	\$947,300,000
Low-class bituminous (LCB)	848	18.3	\$454,300,000
Gravel	891	5.5	\$399,200,000
Total	2,704	18.3	\$1,800,800,000

Asset Management Plan

- In the Asset Management Plan, useful life by road surface assumes lifecycle management interventions occur.

General Useful Lives for Road Surfaces		
Road Surface Type	Roads Needs Study: Without Lifecycle Management	Asset Management Plan: With Lifecycle Management
Gravel	10 Years	10 Years*
Hi-Float (LCB)	12 Years	15 Years
Asphalt (HCB)	20 Years	30 Years

*High-volume gravel roads have a 5-to-7-year lifecycle.

Lifecycle Management Program

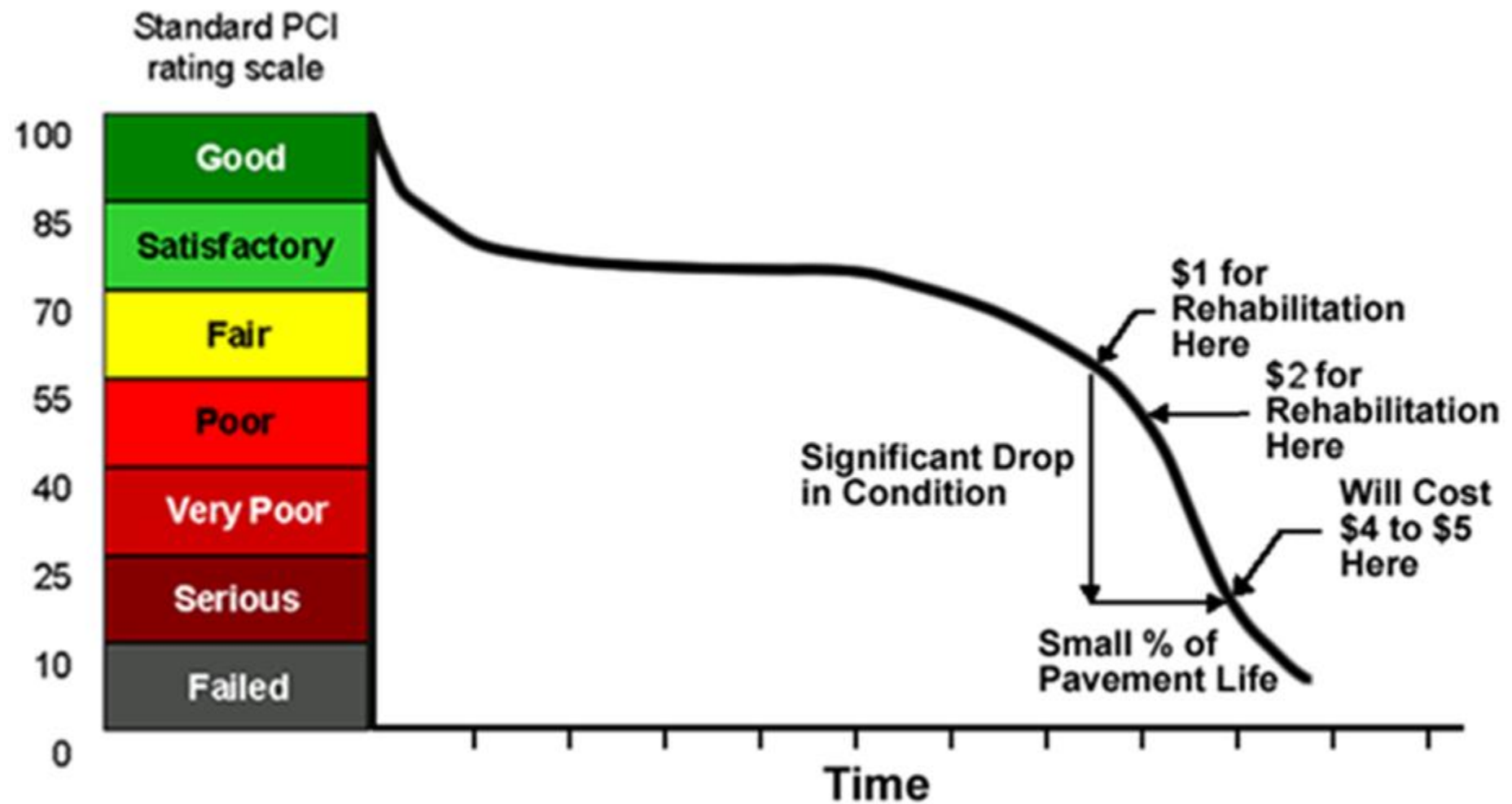
In order to keep the good roads good (and off the capital improvements list), they have to be resurfaced and treated regularly before they become significantly distressed.

The Lifecycle Management Program utilizes interventions such as:

- Crack sealing
- Single surface treatment
- Slurry sealing
- Micro resurfacing
- Asphalt overlays
- Drainage improvements



Lifecycle Management Program



“Keep the Good Roads Good”

Urban/Rural Reconstruction Program

Complete reconstruction of existing roadways to an urban standard, including:

- All removals
- Trenching
- New storm sewer
- Water main
- Sanitary sewer construction
- Placement of new base material and pavement
- Curb and gutter
- Sidewalk installation
- Also includes the cost for the design, utility relocates and property acquisition
- **2024 Budget: \$7,783,000**



Urban/Arterial Resurfacing Program

- The resurfacing of arterial roads and urban streets within towns, villages and hamlets with hot mix asphalt pavement to provide safe, accessible, maintainable and sustainable roads.
- Projects are prioritized through the asset management plan with a focus on roads with high traffic volumes and/or those in a stage of their lifecycle where resurfacing will extend useful life.
- **2024 Budget: \$8,490,000**



Rural Resurfacing Program

Low-volume rural road resurfacing includes:

- Pulverization of existing surface treatment
- Placement of granular material
- Application of a double surface treatment
- Base repair and culvert replacement as needed
- **2024 Budget: \$6,439,000**



Gravel Resurfacing Program

- This program identifies gravel road that need maintenance and repair
- High volume gravel roads have an average lifecycle of 5 to 7 years
- This program aims to extend that to 10 years
- **2024 Budget: \$2,026,000**

Maintaining our Roads



Public Works – Roads Operations

Roads Operations division includes:

- Area Manager (3)
 - Supervisor (10)
 - Roads Crew Leader (12)
 - Road Patrol (3)
 - Heavy Equipment Operator (20) (Graders, backhoes)
 - Equipment Operator (54)
 - Damage Prevention Technician (3)
 - Utility Maintenance Electrician Operator (1)
 - Utility Maintenance Operator (1)
 - Senior Engineering Technician (1)
 - Engineering Tech (1)
 - Labourers (10)
 - Summer Students
- Indirectly:
- Administrative Assistant (9)

Depots and Locations

East Operating Area

- Manvers
- Emily
- Bobcaygeon
- Burnt River
- Sturgeon Point *(Satellite)*
- Ops *(Winter Operations)*

West Operating Area

- Oakwood
- Fenelon Township
- Eldon
- Coboconk
- Lindsay
- Carden *(Satellite)*

Roads Maintenance

- Road, Bridge & Building Maintenance
- Winter Control
- Traffic and Streetlight Maintenance
- City Wide Operational Programs
- Utility Locates for municipal infrastructure
- Customer Service
- Unplanned Work (flooding, dumping)



Minimum Maintenance Standards

- Minimum Maintenance Standards (MMS) are identified under the Municipal Act, Regulation 239/02, as amended by O. Reg. 366/18.
- Minimum maintenance standards were developed to provide municipalities with a defense against liability from actions arising with regard to levels of care on roads and bridges.
- Regulation 239/02 came into force on November 1, 2002. Most recent amendment was filed May 3, 2018.
- The Regulation is a living document and has received several updates.

Minimum Maintenance Standards

MMS Standards are based on the classification of highways.

The regulation applies to Class 1-5 roads, it does not apply to Class 6 roads

Based on Road Classification, Minimum Standards are established for:

- Road Patrol (summer and winter)
- Winter Operations
- Potholes on paved and non-paved surfaces
- Shoulder Drop-offs
- Regulatory and Warning Signs

Roads Inventory

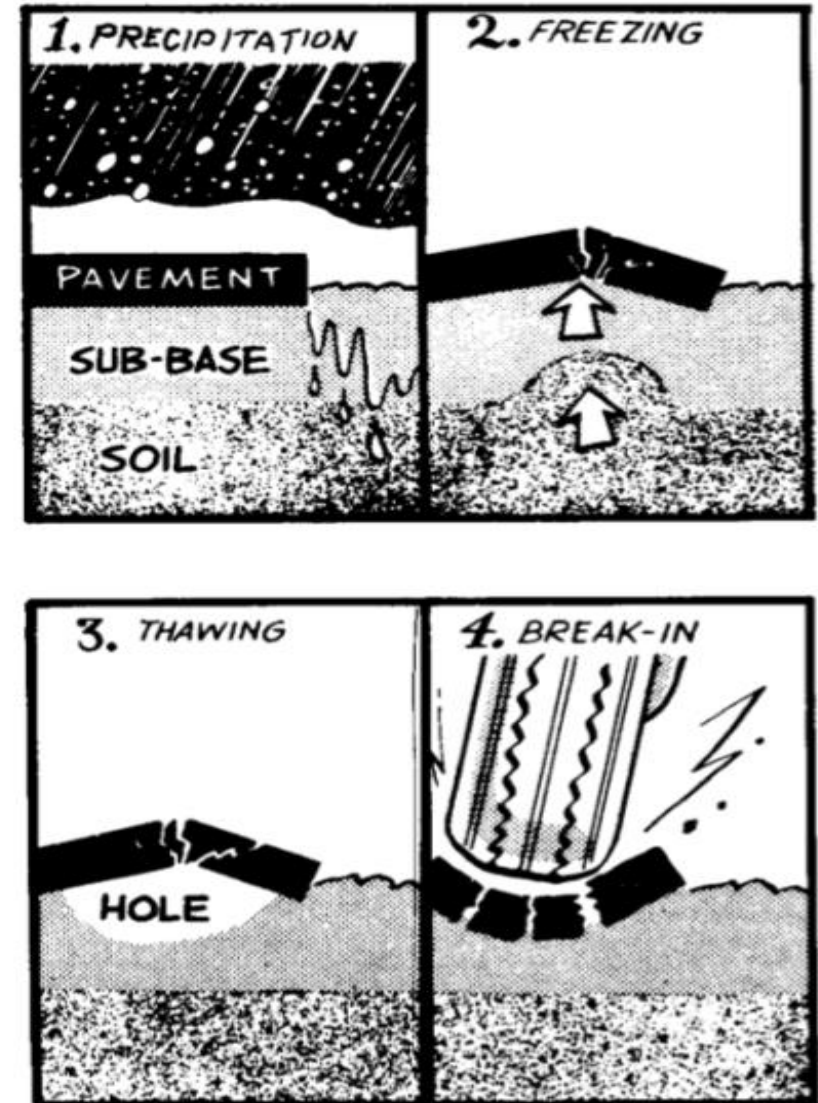
- Database of 4428 road segments (growing)
- Continuing to confirm road status – assumed, unassumed, private, forced
- Confirming current maintenance activities provided – summer, winter or fully maintained
 - 1683 segments assumed by by-law (need to be confirmed)
 - 2160 require confirmation of ownership because service was provided prior to 2003

Roads – Spring, Summer, Fall

- Grade roads and shoulders
- Clean and maintain bridges
- Patch pot holes
- Repair ditching and drainage issues
- Repair and replace: culverts, guideposts, signs, streetlights, traffic signals
- Grass cutting
- Noxious weed control program
- Road patrol (year round)
- Dust control
- Brushing and ditching
- Line painting
- Sidewalk repairs
- Gravel placement
- Entrance permits
- Catch basin repairs & cleaning
- Street sweeping
- Emergency support services (accidents, flooding, illegal dumping)
- Customer Service

Pot Holes – what causes them?

- A pot hole is caused by water in the underlying soil structure and traffic passing over the area
- The water weakens the soil, then traffic breaks the road surface
- Continued traffic forces the surface material and underlying soil out to create a pot hole
- Climate Change: Increased freeze-thaw cycles and extreme weather events accelerates the deterioration process



Pot Holes - Repair

Prevention

- Drainage improvements
- Preventative maintenance (lifecycle extension)
- Utility cut management

Repairs

- Temporary cold patching
- Semi-permanent repair
- Hot patching (asphalt)
- Da-Lee – Instarmac



Replacement

- Localized resurfacing program
- Urban and Arterial resurfacing program
- Rural Resurfacing program

Pot Hole Patching

Potholes on paved surface of roadway

O. Reg. 239/02, s.6, Table 1



Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1000 cm ²	8 cm	7 days
4	1000 cm ²	8 cm	14 days
5	1000 cm ²	8 cm	30 days

Pot Hole Patching

Potholes on non-paved surface of roadway

O. Reg. 239/02, s.6, Table 2



Class of Highway	Surface Area	Depth	Time
3	1500 cm ²	8 cm	7 days
4	1500 cm ²	10 cm	14 days
5	1500 cm ²	12 cm	30 days

Road and Shoulder Grading

- ✓ Loose top road grading 3 – 5+ times a year
- ✓ Shoulder grading 3 – 4 times a year

Cause and Effect

- Pot holes form based on the same principles as hard-topped roads
- Precipitation and weather are contributing causes and affect the grading schedule
- Good road/shoulder grades: road 4-6%; shoulders are 65
- Calcium Chloride prevents dust and helps gravel bind together



Roadside Brushing

Roadside Mechanical Brushing is a necessary activity. It is completed to remove vegetation within the City owned right-of-way to:

- Allow the road to receive sun which helps with winter operations
- Improves sight lines at intersections and driveways
- Improves road drainage
- Reduces damage to city owned equipment
- Reduces insurance claims for vehicle damage

Winter Maintenance

The City of Kawartha Lakes Winter Maintenance activities are governed by:

- Minimum Maintenance Standards
- City of Kawartha Lakes Level of Service Policy
- City of Kawartha Lakes Winter Maintenance Operating Guidelines



Winter Maintenance

- From November 1 to April 15 roads employees patrol, plow, sand and salt roads, sidewalks and parking lots
- Roads are usually cleared within 6-8 hours after a storm, depending on the severity

Winter Maintenance Operating Guidelines

- Equipment readiness, housekeeping, best practices, response to events
- City of Kawartha Lakes Salt Management Plan

“Somebody always has to be first and somebody always has to be last!”

Winter Patrol

- 24 hours a day, 7 days a week coverage
- 3 patrol areas – north, east and west

Responsible for:

- Monitoring road conditions
- Weather monitoring
- Dispatch of resources
- MMS compliance



Winter Plow Routes

Total Plow Routes = 71

West Operating Area = 32 (including Lindsay)

East Operating Area = 30

Arterial Contracted Routes = 9

*There are also 6 contracted Secondary Routes where smaller or specialized equipment is necessary

*Every employee is assigned to a route. The ditching staff (6) can offer some redundancy if necessary.

Winter Maintenance Materials

Salt (130 kg/km of two-lane highway)

- **Used only on asphalt roads**
- Temperatures -12C and rising (traffic and sun assist)
- Aid in making the roads surface bare
- Applied down the center of the road
- Rock salt doesn't melt the snow, the brine does

Sand (570 kg/km of two-lane highway)

- Used on arterial roads -12C and colder night time
- Secondary roads and gravel roads
- Sand acts as an abrasive and provides immediate traction

Winter Events

- Staff record events for maintenance tracking
- Average full call out for winter event was \$125,000 in 2019
- Budget allows for approximately 50 average events
- Events can range from \$50,000 to \$500,000+
- Single event in April 2018 cost approximately \$420,000 (response only, not including clean up)

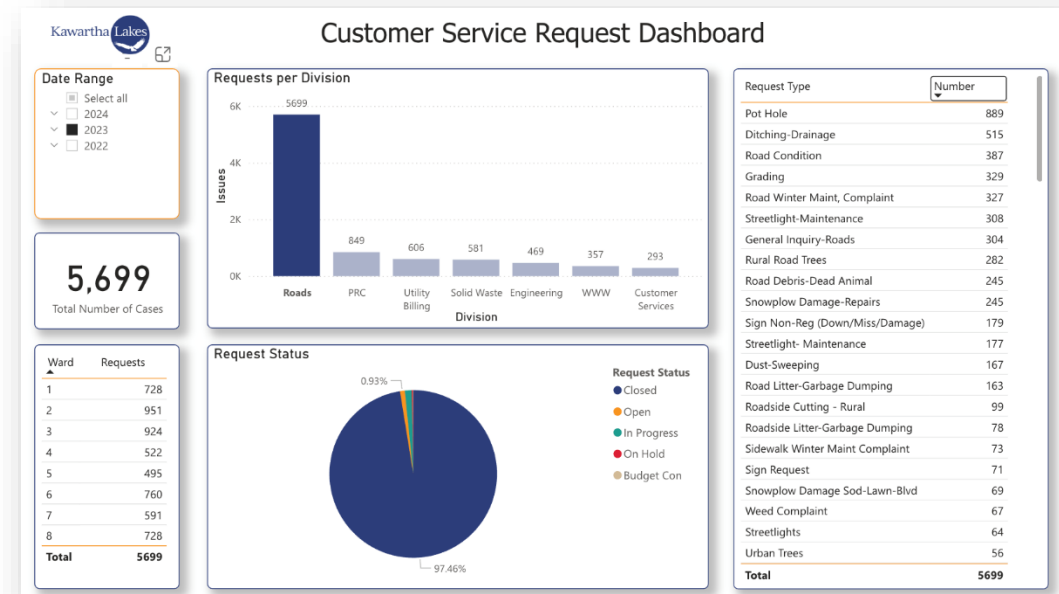
Factors: Duration of event, type of precipitation, temperature, forecast, volume of precipitation, event time of day, weekends, wind

Winter Control Costs

Municipality	Lane (km)	Population (2021 data)	2024 Winter Control Budget	Cost Per KM	Cost per Capita
Kawartha Lakes	5400	79,247	\$ 8,162,145	\$ 2,095	\$ 142.79
Clarington	1800	101,427	\$ 4,812,000	\$ 2,673	\$ 47.44
City of Peterborough	960	83,651	\$ 4,797,370	\$ 4,997	\$ 57.35
Durham Region	2087	696,992	\$ 12,205,000	\$ 5,848	\$ 17.51
District of Muskoka	1460	66,674	\$ 4,527,742	\$ 3,101	\$ 67.91
Brant County	2200	39,474	\$ 3,061,634	\$ 1,392	\$ 77.56
Greater Sudbury	3592	166,004	\$ 25,107,516	\$ 6,989.84	\$ 151.25

Roads Case Management

- Roads staff respond to customer issues received through Report It on the municipal website and through the Service Centres
- Staff work to communicate with the public to resolve issues and close cases
- There were **5699 cases** assigned to Public Works in 2023



Questions?



Committee of the Whole Report

rvReport Number:	ENG2024-003
Meeting Date:	March 5, 2024
Title:	Update to Roads 5 Year Plan
Description:	Providing Council with the current progress of the Roads 5 Year Plan
Author and Title:	Michael Farquhar Manager of Technical Services

Recommendation(s):

That Report ENG2024-003, **Update to Roads 5 Year Plan**, be received;

That staff update the Plan annually based on capital project approvals and in accordance with the Asset Management Plan; and

That these recommendations be brought forward to Council for consideration at the next Regular Council Meeting.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Regular Council Meeting of September 26, 2023 Council adopted the following resolution:

CW2023-228

That the Memorandum from Councillor Perry, **regarding an Evaluation of the City's Roads Program**, be received;

That Engineering Staff be directed to bring forward an evaluation of the roads plan to Council; and

That the evaluation plan include: performance and progress on targets; contingencies and process(es) for re-prioritizing road work; recommendations regarding climate change, new technology, and links to transit and active transportation by end of Q1 2024.

Carried

This report is in response to the above-mentioned Council resolution. The Councillor's memorandum is attached as Appendix "A" to this report. As well, this report implements the previous commitment to the updating of the Roads 5-year Plan as was identified in Council report ENG2022-031 - Update of the Roads Needs Information and Roads 5 Year Plan (2023-2027), attached as Appendix "B" to this report.

The previous report ENG2022-031 outlined the process of how and why the City conducts a condition evaluation of its road network through a "Roads Needs Study" as well as what the City uses the collected data for. This process as described in Appendix B has been in place since 2011, and was utilized for the development of the current 5 Year Roads Plan.

In summary of report ENG2022-031, the intent of a Roads Needs Study is:

- The assessment and review of the condition of the 2,704 km's of road network within the City;
- To provide unit costs for improvements to the road sections;
- To prioritize rehabilitation and replacement needs as "Now", "1-5 year" and "6-10 year";
- To provide a life cycle costing analysis, identifying road sections for preventative maintenance that would extend the overall life of the road network; and
- To update GIS roads database with the collected information.

This data is then used as a guideline for developing the Roads 5 Year Plan based on the identified Now, 1-5 and 6-10 year needs recommended to be addressed in the yearly capital programs of Urban/Rural Reconstruction, Urban/Arterial Resurfacing and Rural Resurfacing. The plan did not deal with the resurfacing needs of gravel roads. Those needs are addressed in the current 10-year Gravel Road capital plan.

This Plan utilized past criteria from the previous Roads Five Year Capital Plan. They are as follows:

1. Projects taking into consideration the road section and priority of underground infrastructure coordination (water waste water) and recommendations through EA studies and Master plans;
2. Life cycle initiatives for prolonging the operating life of a road section;
3. Resolving operational and maintenance demands within a road section;
4. Boundary road sections in keeping with established agreements;
5. Existing Council resolutions and priorities for various road sections (attached as Appendix D);
6. Carryover road segments from previous plan; and
7. Tracked condition complaints from residents.

The Plan then informs on a yearly basis the above-mentioned programs within the Capital budget process. As well it outlines the yearly spending amount targets for the identified programs, in order to maintain an acceptable level of adequacy for the road network. The targeted spending for the programs are: Urban/ Arterial Reconstruction \$5-9.5 million, Urban/Arterial Resurfacing \$6-7.5 million and for Rural Resurfacing \$5-6.5 million. The Plan advises on these needs that are then included in the City's long term financial plan that allows the City to properly track and plan for them. These spending targets also take into consideration overall affordability within the City's long term financial plan, which this plan provides inputs into as well as the achievable work schedule for these programs in a capital budget cycle as outlined in the City's capital close policy.

Rationale:

Performance and Progress on Targets:

The current plan as seen in Appendix B, began in 2023 and has seen year 1 implemented as well as year 2 (2024) budgeted for. The targeted and budgeted amounts in year 1 and 2 can be seen in Table 1 below:

Table 1
Program spending

	2023 (targeted)	2023 (budgeted)	2024 (targeted)	2024 (budgeted)
Urban / Rural Reconstruction	\$ 4,862,000.00	\$ 4,904,000.00	\$ 7,408,000.00	\$ 7,783,000.00
Urban / Arterial Resurfacing	\$ 6,425,000.00	\$ 6,710,190.00	\$ 7,474,000.00	\$ 8,490,000.00
Rural Resurfacing	\$ 5,343,000.00	\$ 6,100,000.00	\$ 6,264,555.00	\$ 6,439,000.00
Lifecycle Management	\$ 2,033,000.00	\$ 2,033,000.00	\$ 2,033,000.00	\$ 2,335,000.00
Totals	\$18,663,000.00	\$19,747,190.00	\$ 23,179,555.00	\$ 25,047,000.00

In 2023 there was variance of approximately \$1,084,190 between what was targeted in the plan for that year and what was budgeted. This variance is attributed to the addition of Elliot St for redesign (from Lindsay St to Murray St) in the Urban/Rural reconstruction program as well as Council's decision to add Coldstream Road, Grey Wood Dr. and Kagawong Road (community partnership project) within the Rural resurfacing program. The addition of these roads has had the effect of slightly accelerating the plan.

In 2024 there is a variance of approximately \$1,867.445 between what was targeted in the plan and what was budgeted for. This variance is attributed to the advancement of the following streets under the Urban/ Rural reconstruction program:

- | | |
|---|--------------------|
| • Glenelg St. - Cambridge St. to Victoria Ave. | Design |
| • Canal St. - Sherwood St. to CKL Rd. 36 | Utility Relocation |
| • Lindsay St. - Queen St. to Lindsay St. Bridge | Reconstruction |
| • Caroline St. - Queen St. to King St. | Reconstruction |
| • St. Paul St. - Queen St. to King St. | Reconstruction |
| • St. Patrick St. - Queen St. to King St. | Reconstruction |
| • St. Peter St. - Queen St. to South End | Reconstruction |

This was done in coordination with the King St design due to proximity of streets to each other and overlapping underground infrastructure connection. It was also advantageous for the City to advance these road section along with the planned King St project in coordination with previously received grants monies specific to replacement of watermain. It was also required to advance the utility relocation on Canal St in advance of its proposed reconstruction date. In addition to these streets in the Urban/Rural reconstruction program Council added a project for the design of George St between Queen St and Colborne St. As well as Colborne St between Hwy 35 and Charles St has now been adjusted in the plan due to design and utility coordination.

Within the 2024 Urban/ Arterial resurfacing program Council added the following roads:

- Mill St
- Manvers Dr.
- Neals Dr.

By doing so it advanced Mill St in the plan as well as adding Manvers Dr. and Neals Dr. to the Plan. Kent St west from Victoria Ave to the west limits was adjusted in the Plan due to coordination with underground infrastructure needs as well as timing of improvements to the intersection of Angeline St and Kent St intersection.

Within the 2024 Rural resurfacing program the following roads were advanced in the plan due to condition and maintenance demand as well as coordination work with a boundary road.

- Killarney Bay Road
- Solanum Way
- Simcoe St

As well, the following were added to the program in 2024 and advanced in the Plan:

- Anderson Road
- Golf Links Road
- Pleasant View Cres
- Shirley Anne Dr.

These changes to the original plan presented through report ENG2022-031 can be seen in Appendix C attached to this report. Additionally, updates to future years in the Plan are identified due to completion of works, adjustments of works due to coordination of projects through design of underground infrastructure, and coordination with boundary municipalities.

Based on the overview of current spending and variances within the years of 2023 and 2024 of the Plan the City has met or exceeded the spending targets that were set forward in the Plan that was identified through report ENG2022-031 for the years 2023 and 2024.

Over the course of performing road network condition evaluations through roads needs studies from 2011 to present, the City has consistently reported on the health of its road network based on an overall adequacy rating. The rating used was the structural adequacy rating of the road network which identified it as 13.5/20 in the 2016 roads needs study and 14.3/20 in 2021. For a network the size of the City's it was recommended through the roads needs study that the adequacy rating be maintained or improved to an overall 72% adequacy rating based on the funding targets set forth in the plan. These targets are pursued through achieving the funding goals of the plan to deal with identified network needs, however as the City moves forward with the Plan there will always be roads in a state of repair (requiring maintenance) before they are captured within the current or future Plans. For the situations outside of performing standard maintenance the City has developed current contingencies to deal with these situations.

Contingencies and process(es) for re-prioritizing road work:

The City conducts a road needs assessment of its network every 5 years, producing a road needs study which informs a "Roads 5-year Plan" which is a guideline used for inputs into the yearly capital budget. The Plan is viewed as a living document which is reviewed each year as a whole in order to ensure priorities are current and in line with the City's overall financial plan. Through this review the City can encounter road segments that have been identified in the Plan but require advancement in the Plan due to increased maintenance demands and costs. In addition to this, the City will adjust timing of reconstruction projects from time to time to better correspond with completion of design, relocation of utilities,

coordination of development, alignment with grants and development of the yearly capital budget.

In the situation where a road segment is deemed as unmaintainable by staff, the road segment can be re-evaluated and prioritized into an upcoming capital budget.

In the scenario where there is a need to address the surface condition of a road segment prior to the budgeting for full resurfacing the City can proceed by:

- 1) Pulverizing the existing surface of the road and maintaining the road segment as a gravel road for a period of 1-2 years before prioritizing in a capital budget for resurfacing. (this would only be done on lower volume hard topped roads);
- 2) Perform localized asphalt overlays on roads to extend their life until the segments can be resurfaced or reconstructed; or
- 3) An emergency procurement could occur in response to unplanned and unforeseen circumstances (i.e. Floods, accidents).

The City's yearly capital program of Life Cycle extension addresses roads within Options 1 and 2, above. On a yearly basis the department of Engineering and Corporate Assets meets with Public Works to review its current year list for priority projects under this program for:

- Asphalt overlays
- Crack sealing of roads
- Slurry sealing of roads

Once a list is compiled, staff then report back to Council on an annual basis with the recommended works to be completed under this program.

Recommendations regarding climate change, new technology:

The City is currently updating its Strategic Plan, which outlines the goals of the City. Among those applicable to road planning:

- Affordable housing is needed
- Sustainable and environmentally conscious development is desired
- Improved health care, education and services are needed now and as we grow
- Amenities such as outdoor spaces, community events and recreational facilities are desired and valued
- Transportation – roads, active transportation, transit, connections to GO Transit – are all needed now and to support growth and business
- Preservation of small town culture and heritage is important

Within those goals are needs for the City to have a healthy transportation network as well as to have sustainable environmentally conscious development. Although not specifically identified in the roads plan, detailed scoping of works for all programs takes into account the methodology of how the work is performed as well as utilizing new technologies in order to find efficiencies in the building and resurfacing of roads. With the use of alternative methods and technologies it creates efficiencies which equates to a lesser amount of inputs to a project and impact to the environment. Other uses include preservation techniques that can extend the life of the network there by reducing the frequency needed for resurfacing, which would also limit the overall impact of the future need of the road network on the local environment.

Current examples of this being used by the City as it relates to the City's current Strategic plan:

A Healthy Environment

- Through low impact development (LID) options when designing for reconstruction

A Vibrant and Growing Economy

- Through the creation of Master plans, like the Transportation Master plan which informs on recommendations and policies that effect the 5 Year Roads Plan

Good Government

- Through the creation of sustainable improvement plans like the Roads 5 Year Plan
- Through Paving methods like "Cold in place paving", which uses the existing asphalt layer in the resurfacing process (recycling it in place) cutting down the inputs as well as timing to complete projects
- The use of preservation methods such as slurry seals, and micro-sealing to "keep our good roads good" increasing the timeframe of when a road needs to be resurfaced

Links to transit and active transportation:

The structure of the current roads plan does not specifically identify links to transportation or active transportation however it does contain projects that have these elements imbedded in them.

Master plans such as the Transportation Master Plan and Active Transportation plan contain such specific recommendations. When the City completes such plans the identified projects

and recommendations are brought forward sometimes through the Provincial Environmental Assessment process into the detailed design of a road. Once the design is completed the overall project is identified within the Roads 5-year Plan or the long-term financial plan.

The City is currently completing its update to its Transportation Master Plan, this can be viewed through the link below.

<https://jumpinkawarthalakes.ca/transportation-master-plan>

The Transportation Master plan is inclusive in its policies and network improvement reconditions of other City adopted plans and strategies like the active transportation master plan and the parking strategy. By doing so it collectively informs on recommendations and strategies when detailed projects are being developed for inclusion into plans like the roads 5-year plan and the City's long term financial plan. Through this process the City works within the goals of a vibrant and growing economy and Good Government by coordinating these plans as well as balancing the affordability of them.

Other Alternatives Considered:

The baseline funding for this plan was based on the recommendations made in the Roads Needs Study presented to Council in this report. An alternative consideration would be to change this funding level. If considered it would be addressed in the Asset Management Plan.

Alignment to Strategic Priorities

This project relates to Goal 2 and Goal 5 by maintaining and improving efficiency of the City's existing infrastructure:

- Sustainable and environmentally conscious development is desired
- Transportation – roads, active transportation, transit, connections to GO Transit – are all needed now and to support growth and business

Financial/Operation Impacts:

The funding model for this 5-year plan for Urban/Rural Reconstruction, Urban/ Arterial Resurfacing and Rural Resurfacing will be addressed in the Asset Management Plan, the long term financial plan and each individual budget year for approval.

Attachments:

Appendix A



Councillor Perry
Memorandum - Roa

Appendix B



ENG2022-031
Update of Roads Ne

Appendix C (updated 2023-2027 roads plan)



Appendix C
Updated road 5 year

Department Head email: jrojas@kawarthalakes.ca

Department Head: Juan Rojas

Appendix C Urban / Rural Reconstruction

Road Name	From	To	Length (km)	Design Year	Design Cost	Construction year	Construction Cost	Status
Hillside Dr	County Rd 36	Logie St	0.422			2023	\$ 1,920,000.00	Complete , pending capital close
St James St	Queen St	Dominion Dr	0.158			2023	\$ 1,020,000.00	Complete , pending capital close
Dominion Dr			0.266			2023	\$ 1,020,000.00	Complete , pending capital close
Colborne St W	Highway 35	Charles S	Utility relocate			2023	\$ 902,000.00	on going coordination with utilities , work to commence in 2024
		Subtotal	0.846				\$ 4,862,000.00	
Ellice St	Wychwood Cres (Fenelon Falls)	Juniper St (Fenelon Falls)	0.444	2023		2024	\$ 2,754,000.00	
Colborne St	Hwy 35	Charles St	0.95	2023		2024		Colborne St adjusted to 2025 for construction
King St (Lindsay)	St David St	Lindsay St	0.81			2024	\$ 4,414,000.00	Lindsay St, Caroline St, St Paul St, St Patrick St, St Peter St as described in the report have been added in 2024 to coordinate with underground infrastructure and application of grant monies
Glenelg St	Cambridge St	Victoria Ave		2024			\$ 50,000.00	this section of Glenelg added in 2024 for design to coordinate with replacement of watermain
Canal St	Sherwood St	CKL 36				2024	\$ 500,000.00	Canal St utilities movements , to coordinate for 2025 construction
St George St	Queen St	Colborne St		2024			\$ 65,000.00	Design for this street added by Council for design for future construction
		Subtotal	2.204				\$ 7,783,000.00	
Elliot St	Lindsay St (Fenelon Falls)	Clifton St	0.307	2023	\$ 80,000.00	2025	\$ 1,228,000.00	
Colborne St	Charles St	Adelaide St	0.56	2024		2025		this section was adjusted to 2026 to better coordinate with other phases of this project
Helen St / Lindsay St Int	Fenelon Falls					2025		This section has been adjusted to 2026 for better coordination with adjacent construction projects
Glenelg St W	Lindsay St	Cambridge St	0.386			2025	\$ 1,235,200.00	
Huron St	Durham St	Russell St	0.44			2025	\$ 1,408,000.00	
Pottinger St	Lindsay St N (Lindsay)	Oyana Dr	0.083	2023		2025	\$ 265,600.00	
Pottinger St	Victoria Ave N (Lindsay)	West End	0.704	2023		2025	\$ 2,252,800.00	
Colborne St	Hwy 35	Charles St				2025	\$ 3,040,000.00	this section was adjusted from 2024 to better coordinate utility movements first
Canal St	Sherwood St	CKL 36				2025	\$ 3,370,000.00	
		Subtotal	2.48			2025	\$ 11,571,600.00	
Murray St	Elliot St	Green St				2026	\$ 2,200,000.00	Murray St was broken into 2 phases started in 2022 1st phase , this would be the completion of what was shown for design and construction in last Plan
Cameron Rd (Fenelon)	North Limit of Cameron	Highway #35	0.658			2026	\$ 1,945,000.00	
Canal St. W (Bobcaygeon)	Sherwood St	East St. S. (K L Rd 36)	0.674	2023		2026		this section adjusted to 2025
Bradley St	John St (Pontypool)	Bob Brown Way	0.062			2026	\$ 217,000.00	
Bob Brown Way	Bradley St	John St (Pontypool)	0.05			2026	\$ 175,000.00	
Colborne St	Charles St	Adelaide St				2026	\$ 3,000,000.00	
		Subtotal	1.444				\$ 7,537,000.00	

Lindsay St S (Lindsay/Ops)	Russell St E	Mary St	0.87	2023		2027	\$ 2,784,000.00
Riverview Rd (Lindsay)	St. David St	Verulam Rd. S (Lindsay)	0.551	2024		2027	\$ 1,763,200.00
William St N (Lindsay/Ops)	Elgin St (Lindsay)	Pottinger St	0.141	2025		2027	\$ 451,200.00
William St N (Lindsay/Ops)	Pottinger St	Churchill Cres	0.107	2025		2027	\$ 342,400.00
Angeline St	Rosevelt St	Colbornes St	0.93			2027	\$ 2,976,000.00
Water St (Coboconk)	Hwy 35	West End	0.565	2026	\$ 84,750.00	2027	\$ 2,200,000.00
Head St (Bobcaygeon)	Front St W (Bobcaygeon)	Queen St	0.188	2026	\$ 28,200.00	2027	\$ 601,600.00
Head St (Bobcaygeon)	Queen St (Bobcaygeon)	Prince St W	0.197	2026	\$ 29,550.00	2027	\$ 630,400.00
Head St (Bobcaygeon)	Prince St W (Bobcaygeon)	North St	0.226	2026	\$ 33,900.00	2027	\$ 723,200.00
		Subtotal	2.294			2027	\$ 12,472,000.00

Future Design for identified projects for construction outside of 2023-2027

John St (Bobcaygeon)	Front St W (Bobcaygeon)	Prince St W	0.307	2026	\$ 46,050.00	2028-2032	\$ 982,400.00
Duke St (Bobcaygeon)	North St. (Bobcaygeon)	Joseph St	0.072	2026	\$ 10,800.00	2028-2032	\$ 230,400.00
Duke St (Bobcaygeon)	Joseph St	Balacava St	0.084	2026	\$ 12,600.00	2028-2032	\$ 268,800.00
Duke St (Bobcaygeon)	Balacava St	Main St	0.426	2026	\$ 63,900.00	2028-2032	\$ 1,363,200.00
Joseph St	Main St	Queen St	0.213	2026	\$ 31,950.00	2028-2032	\$ 681,600.00
Joseph St	Queen St (Bobcaygeon)	Prince St W	0.029	2026	\$ 4,350.00	2028-2032	\$ 92,800.00
Joseph St	Prince St W. (Bobcaygeon)	Duke St	0.186	2026	\$ 27,900.00	2028-2032	\$ 595,200.00
Queen St (Bobcaygeon)	West End	Head St	0.077	2026	\$ 11,550.00	2028-2032	\$ 246,400.00
Queen St (Bobcaygeon)	Head St (Bobcaygeon)	John St	0.134	2026	\$ 20,100.00	2028-2032	\$ 428,800.00
Queen St (Bobcaygeon)	John St (Bobcaygeon)	Joseph St	0.154	2026	\$ 23,100.00	2028-2032	\$ 492,800.00
Prince St W (Bobcaygeon)	Head St (Bobcaygeon)	John St	0.135	2026	\$ 20,250.00	2028-2032	\$ 432,000.00
Prince St W (Bobcaygeon)	John St (Bobcaygeon)	Joseph St	0.063	2026	\$ 9,450.00	2028-2032	\$ 201,600.00
Prince St W (Bobcaygeon)	Joseph St	Main St	0.299	2026	\$ 44,850.00	2028-2032	\$ 956,800.00
Dunn St	East St N (K.L. Rd. 49)	Balacava St	0.627	2026	\$ 94,050.00	2028-2032	\$ 2,006,400.00
Albert St (Coboconk)	Hwy 35	West End	1	2026	\$ 150,000.00	2028-2032	\$ 3,200,000.00
Water St (Coboconk)	Hwy 35	West End	0.565	2026	\$ 84,750.00	2028-2032	\$ 1,808,000.00
Shedden St	Albert St	Water St	0.08	2026	\$ 12,000.00	2028-2032	\$ 256,000.00
River St (Coboconk)	Albert St	Water St	0.08	2026	\$ 12,000.00	2028-2032	\$ 256,000.00
Victoria St (Coboconk)	Albert St	Water St	0.08	2026	\$ 12,000.00	2028-2032	\$ 256,000.00
Sommerville 3rd Con	Northline road	Hwy 35	3.59	2026	\$ 700,000.00	2028-2032	\$ 5,385,000.00
		Subtotal			\$1,648,050.00	2028-2032	\$ 20,140,200.00
		Total	8.422	2023-2027	\$1,648,050.00	2023-2027	\$ 44,225,600.00

*Total Cost for Design and Construction from 2023-2027
\$ 45,873,650.00

Appendix C Urban / Arterial Resurfacing

Road Name	From	To	Length (km)	Resurfacing year	Resurfacing Cost	Status
CKL Rd. 17	Civic Address #1448	McGinnis Rd	7.9	2023	2,347,000	project complete , pending Capital close
CKL Rd. 12	Hwy. 35	Glamorgan Rd.	9.8	2023	3,267,000	project complete , pending Capital close
Corbett Dr.	Coulter Dr	Coulter Dr	1.270	2023	270,000	project complete , pending Capital close
Propp Dr.	Corbett Dr	Hooper Dr	0.245	2023	68,000	project complete , pending Capital close
Hooper Dr	John S	Coulter Dr.	0.426	2023	90,000	project complete , pending Capital close
Payne St	Corbett Dr	Coulter Dr	0.195	2023	45,000	project complete , pending Capital close
Pinewood Cres	Corbett Dr	Corbett Dr	0.450	2023	113,000	project complete , pending Capital close
Reid St	Bick St	North St	0.590	2023	96,000	project complete , pending Capital close
Russell Hill Rd	Reid St	Bick St	0.460	2023	74,000	project complete , pending Capital close
Hillview Dr	Russell Hill Rd	Balaclava St	0.330	2023	55,000	project complete , pending Capital close
Baseline Road (CKL 42) *				2023		project complete , pending Capital close
		Subtotal	21.7	2023	\$ 6,425,000.00	
CKL 49 **	CKL 36	CKL 121	17.5	2024	\$ 6,440,000.00	
Kent St ***	Victoria Ave.	West limits	1.9	2024		with underground infrastructure replacement
Lousia St.	Coborne St.	North End	2.145	2024	\$ 451,000.00	
Colborne St	Princes St W	North End	0.500	2024	\$ 119,000.00	
Mill st.	CKL 36	Lakewood Cres		2024	\$ 170,000.00	Added by Council in 2024, adjusted from 2026
Manvers Dr	Pigeon Creek road			2024	\$ 80,000.00	Added by Council in 2024 was not in current plan
Neals Dr.	Manvers Dr.	Manvers Dr.		2024	\$ 75,000.00	Added by Council in 2024 was not in current plan
Francis St E	CKL 121	River Dr.		2024	\$ 1,155,000.00	this project was adjusted from 2025 to 2024 due to movement of Ken St W
		Subtotal	22.0		\$ 8,490,000.00	
Lindsay St (Fenelon Falls)	West St S.	Elliot St	0.6	2025	\$ 300,000.00	
Coborne St (Fenelon Falls)	Bond St	Clifton St.	0.2	2025	\$ 100,000.00	
Francis St E (Fenelon Falls)	Colborne St	River Dr.	2.1	2025	\$ 1,050,000.00	
CKL 14 (Peace Road)	CKL 7	Emily Park road (CKL 10)	3.6	2025	\$ 1,191,600.00	
Ski Hill road (CKL 38)**	HWY 7	HWY 7a	13.6	2025	\$ 4,501,600.00	
		Subtotal	20.1		\$ 7,143,200.00	

CKL 121	Ranchers Road	West St S (Fenelon Falls)	5.5	2026	\$	1,820,500.00
CKL 121 **	Kinmount Bridge south limits	CKL 49	9.6	2026	\$	3,177,600.00
Grant Drive	Albert St	Brenda Blvd	0.275	2026	\$	55,000.00
Kenscott Cres	CKL 6	HWY 7	0.450	2026	\$	90,000.00
Thorndyle Dr.	Kenscott Cres	West end	0.086	2026	\$	17,200.00
Bruce St	CKL 6	CKL 6	0.645	2026	\$	129,000.00
Doble St	Bruce St	Bruce St	0.260	2026	\$	52,000.00
Margaret St	CKL4	North end	0.080	2026	\$	16,000.00
Matilda St	CKL 4	Mark St	0.188	2026	\$	37,600.00
Mark St	CKL 6	West end	0.120	2026	\$	24,000.00
Church St	HWY 7	Robmar Cres	0.325	2026	\$	65,000.00
Robmar Cres.	ALL		1.475	2026	\$	295,000.00
Short St.	Simcoe St	Robmar Cres	0.080	2026	\$	16,000.00
Edward St	Simcoe St	End	0.100	2026	\$	20,000.00
Queen St (Fenlon Falls)	Colborne St	West end	0.715	2026	\$	143,000.00
John St (Fenelon Falls)	Princes St West	Bond St	0.400	2026	\$	90,000.00
Albert St (Fenelon Falls)	Princes St West	North end	0.450	2026	\$	101,250.00
Mill St (Bobcaygeon)	CKL 36	River Park Dr.	0.760	2026	\$	171,000.00
River Park Dr.	Mill St	Austin Blvd.	0.516	2026	\$	116,100.00
Austin Blvd.	River Park Dr.	Lakewood Cres	0.125	2026	\$	28,125.00
Lakewood Cres	Mill St	Slyvan Crt.	0.575	2026	\$	143,750.00
Sylvan Crt.	Lakewood Cres.	East end	0.150	2026	\$	41,250.00
Bayview Dr.	Perfectus Dr.	South End	0.170	2026	\$	63,750.00
Perfectus Dr.	Park St	End	0.320	2026	\$	120,000.00
Vanier Crt .	Perfectus Dr.	North end	0.140	2026	\$	52,500.00
Manor Road (Bobcaygeon)	All		0.100	2026	\$	37,500.00
Maple Ct	Bayview Dr.	East end	0.300	2026	\$	112,500.00
Northlin Park Road	Angeline St .North	Orchard Park road	0.570	2026	\$	213,750.00
Golf Course road	HWY 35	Durham road 57	7.800	2027	\$	2,581,800.00
		Subtotal	32.275		\$	9,831,175.00
Fenel Road (CKL 35)	CKL 8	CKL 48	11.400	2027	\$	3,773,400.00
CKL 32 (Porter road)	HWY 7a	HWY 115	7.5	2027	\$	2,482,500.00
CKL 18 (Elm Tree Road)	CKL 4	HWY 115	9.4	2027	\$	3,111,400.00
CKL 2 (Ramsey Road) **	HWY 7	Zion Road	8.4	2027	\$	2,773,780.00
		Subtotal	36.680	2027	\$	12,141,080.00
		Total	132.806	2023-2027	\$	44,030,455.00

* Funded in 2022 Capital budget					
**Boundary Road					
***Outside reconstruction limits					

Appendix C Rural Resurfacing

Road Name	From	To	Length (km)	Resurfacing year	Resurfacing Cost	Status
Crawford Rd	Rohallion Rd.	to End	1.47	2023	\$ 176,000	project complete , pending Capital close
McGillvary Rd	Crawford Rd.	to End	0.08	2023	\$ 10,000	project complete , pending Capital close
Cottingham Rd	Emily Park Rd	Hwy. 7	6.50	2023	\$ 780,000	project complete , pending Capital close
Grassy Rd	Emily Park Rd.	West End	2.40	2023	\$ 288,000	project complete , pending Capital close
Hawke Rd	Grassy Road	End	0.70	2023	\$ 84,000	project complete , pending Capital close
Hartley Rd	Woodville Rd	Goose Lake Rd.	1.25	2023	\$ 150,000	project complete , pending Capital close
Earl Kennedy Rd	Cedar Glen Rd.	Clifford Dr.	0.30	2023	\$ 36,000	project complete , pending Capital close
Northline Rd	Sommerville 2nd Conc.	5th Conc.	4.05	2023	\$ 486,000	project complete , pending Capital close
Hickory Beach Rd	CKL Rd. 30	End	0.83	2023	\$ 100,000	project complete , pending Capital close
Lakeland Rd.	Echo Bay Rd.	End	1.62	2023	\$ 194,000	project complete , pending Capital close
Farmstead Rd	Whiterock Rd	Eldon Rd.	3.00	2023	\$ 360,000	project complete , pending Capital close
Peniel Rd	Whiterock Rd	Eldon Rd.	3.00	2023	\$ 360,000	project complete , pending Capital close
Black School Rd	Whiterock Rd	Eldon Rd.	3.00	2023	\$ 360,000	project complete , pending Capital close
Lorneville Rd	Simcoe St	Smith St.	2.50	2023	\$ 300,000	project complete , pending Capital close
Sommerville 11th Conc.	Pinery Rd.	CKL Rd. 121	3.17	2023	\$ 380,000	project complete , pending Capital close
Hayes Line	CKL Rd. 38	CKL Rd. 10	3.08	2023	\$ 369,000	project complete , pending Capital close
MacPherson Cres.	Centennial Park Rd	End	1.00	2023	\$ 120,000	project complete , pending Capital close
Centerline Rd.	King's Wharf Rd.	400m West of Rabbit Run	3.40	2023	\$ 408,000	project complete , pending Capital close
Darlington-Manvers Townline Rd.	Boundary Rd	DR Rd. 20	2.75	2023	\$ 382,000	project complete , pending Capital close
		Subtotal	44.09	2023	\$ 5,343,000	
Cdar Glen road	CKL 24	100 m east of CKL 7	4.10	2024	\$ 554,000	
Charlore Park Road	Shamrock road	Clearview road	2.30	2024		adjusted at time of 2024 capital budget , better aligns with lifecycle program
Indian trail road	Pleasant point road	West end	1.63	2024	\$ 220,000	
St. Lukes Road	400 m west of CKL 7	Centerline road	4.33	2024	\$ 585,000	
Clifford Drive	CKL 24	north end	1.45	2024	\$ 196,000	
Kingswharf road	CKL 17	East ent	0.42	2024	\$ 56,000	
George Dr	Kingswharf road	Crosby Dr.	0.73	2024	\$ 99,000	
Crosby Dr.	Kingswharf road	Lakeshore Dr	0.92	2024	\$ 124,000	
Parkside Dr	George Dr.	Lakeshore Dr	0.18	2024	\$ 24,000	
Lakeview Cres	Kingswharf road	South End	0.17	2024	\$ 22,000	
Happy Crt.	Lakeview Cres	West end	0.09	2024	\$ 12,000	
Sandaraska raod	Porter road	Boundary road	3.10	2024		adjusted at time of 2024 capital budget, moved to 2025
Fish Hawke road	Omega Road	CKL 35	2.7	2024	\$ 446,000	
Shuttleworth road	Sommerville 6th Con	South End	2.6	2024	\$ 351,000	
Wildflower road	Shuttleworth road	South End	0.16	2024	\$ 22,000	
Centennial Park road	CKL 48	CKL 6	6.60	2024	\$ 1,089,000	

Omega Road	Otter Road	Jasper drive	2.70	2024	\$	446,000	
Otter Road	Omega Road	Maple Ave.	1.60	2024	\$	216,000	
North Bay Drive	Horseshoe Cres.	West end	2.20	2024	\$	297,000	
Simcoe St.	CKL 8	CKL 48		2024	\$	280,000	Boundary road project , added to plan
Golf Links rd.	Gray rd	CKL 25		2024	\$	105,000	added by Council , was in 2026
Anderson Dr.	Longbeach rd.	Beehive Dr.		2024	\$	63,000	added by Council , was in 2026
Solanum Way	Porter road	Glamorgan rd.		2024	\$	455,000	added to plan at time of 2024 capital budget, due to condition
Horseshoe Cres	North Bay Dr.	North Bay Dr.		2024	\$	75,000	
Pleasant View Cres	Washburn Island Dr.	Washburn Island Dr.		2024	\$	70,000	
Shirley Anne Dr.	Beach Rd.	Beach Rd		2024	\$	30,000	
Killarney Bay rd.	CKL 8	Whitetail rd		2024	\$	512,000	adjusted in plan to 2024 from 2027 due to condition
Lakeshore Dr	Kingswharf road	Crosby Dr.		2024	\$	90,000	
		Subtotal	38.0	2024	\$	6,439,000	
Ranch Road	CKL 36	CKL 17	3.3	2025	\$	544,500	
Whispi Shore road	CKL 17	500 m south	0.5	2025	\$	82,500	
Malard Bay road	Boundary Road	North End	3.3	2025	\$	544,500	
Valley road	Frankhill road	Scenic Hill road	1.1	2025	\$	181,500	
Cadillac	Frankhill road	End	1.0	2025	\$	163,350	
Bethel Road	HWY 7	800 m North	0.8	2025	\$	132,000	
Meadowiew road	CKL 10	1.6 km east	1.6	2025	\$	264,000	
Farmers Road	Porter road	Glamorgan	3.1	2025	\$	511,500	
Ballyduff Road	HWY 35	Manvers /Scugog Townline	6.1	2025	\$	1,006,500	
Lotus Road	Ballyduff Road	300 m north	0.3	2025	\$	49,500	
Galloway road	HWY 7	Beers Road	0.3	2025	\$	51,150	
Shelley Drive	Washburn Island Road	Washburn Island Drive	0.8	2025	\$	123,750	
Pleasant View Crt	Washburn Island Road	Washburn Island Drive	0.5	2025	\$	84,975	
Verna Drive	Washburn Island Road	Bowen Rd.	0.6	2025	\$	99,000	
Allens Lane	Bowen Road	End .	0.3	2025	\$	41,250	
Wakeford road	Bowen Road	South end	1.1	2025	\$	176,550	
Rosie Road	Bowen Road	Wakeford road	0.45	2025	\$	74,250	
Washburn Island Road	CKL 16	Hillside Road	1.45	2025	\$	239,250	
Scugog Drive	Cottage Road	Star Blvd	0.92	2025	\$	152,130	
Port Hover road	Ramsey road	Algonquin Road	1.65	2025	\$	272,250	
Valentia Road	CKL 28	CKL 4	4.27	2025	\$	704,550	
River Road	McGill Road	4.6 km north	4.6	2025	\$	759,000	
		Subtotal	37.9	2025	\$	6,257,955	
Anderson Drive	LongBeach road	South End	0.6	2026			adjusted by Council to 2024
Fenelon Drive	Anderson Drive	Southview Dr	0.8	2026	\$	128,700	
Rodman Drive	LongBeach road	West end	0.3	2026	\$	44,880	
Golf Links Road	CKL 25	Gray Road	0.71	2026			adjusted by Council to 2024
CKL 30	Hickory Beach road	CKL 8	4.70	2026	\$	775,500	
Crane Bay Road	CKL 30	South End	1.8	2026	\$	297,000	
Hickory Beach	CKL 30	CKL 8	4.00	2026	\$	660,000	
Verulam Drive	CKL 8	South End	1.00	2026	\$	165,000	
Watson Drive	Pinery Road	End	0.65	2026	\$	107,250	
Hodgson Drive	Watson Drive	Winchester Drive	0.49	2026	\$	80,850	
Austin Drive	Winchester Drive	Wastson Drive	0.72	2026	\$	118,800	

Winchester Drive	Pinery Road	End	0.65	2026	\$	107,250	
Lee's Road	CKL Road 8	CKL Road 8	0.90	2026	\$	148,500	
Salem Road	CKL 4	White Rock road	6.25	2026	\$	1,031,250	
Taylor's Road	Skyline	HWY 7	1.37	2026	\$	226,050	
Peniel Road	Opmar Road	Eldon Road	1.9	2026	\$	313,500	
The Glen Road	CKL 9	White Rock road	6.0	2026	\$	990,000	
Monarch Rd.	Colborne St. W. (Lindsay/Ops)	Thunder Bridge Rd.	2.5	2026	\$	257,775	
Queen St (Omeme)	King St	Distillery St.	0.5	2026	\$	52,500	
Cottingham Road	Mount Nebo	Emily Park Road	3.0	2026	\$	315,000	
Meadowview Road	Mount Nebo	2.5 Km East	2.5	2026	\$	262,500	
		Subtotal	41.2	2026	\$	6,082,305	
Balsam Grove Road	CKL 8	Whitetail Road	3.10	2027	\$	511,500	
Killarney Bay Road	CKL 8	Whitetail Road	3.10	2027			adjusted at time of 2024 capital budget to 2024
Lighting Point Road	HWY 35	End	1.35	2027	\$	222,750	
CKL 6	McLeish Dr	Oxby Lane	1.60	2027	\$	264,000	
Coldstream Road	Bridge	East End	1.50	2027	\$	247,500	
Elm Tree Road	Riley Lane	Fish Hawke Road	3.10	2027	\$	511,500	
Hallet Cres	Zion Road	CKL 2	0.98	2027	\$	160,875	
Brunon Ave	North End	South End	1.00	2027	\$	165,000	
Robingglade Ave	Brunon Ave	South End	0.96	2027	\$	157,575	
Riverview Road	Brunon Ave	Robingglade Ave	0.25	2027	\$	41,250	
Pleasant Point Road	Algonquin road	700 m south	0.70	2027	\$	115,500	
French Settlement Road	CKL 48	1.8 km north	1.80	2027	\$	297,000	
Hartley Road	Goose Lake road	CKL 8	4.90	2027	\$	661,500	
Shirley Anne Drive	Beach road	Joan Ave	0.50	2027	\$	82,500	
Joan Ave	Beach road	Shirley Anne Drive	0.22	2027	\$	36,135	
Golden Mile road	HWY 7	Halter Road	0.50	2027	\$	82,500	
Bridle road	Hwy 7	Crosscreek road	4.00	2027	\$	660,000	
Dewdrop inn road	Opmar road	CKL 18	1.33	2027	\$	219,450	
Old Slurry lane road	350 m east of CKL 17	CKL 17	1.59	2027	\$	262,350	
Port Carling road	Old Slurry road	Old Slurry Road	0.85	2027	\$	140,250	
Capitans Corner road	Old Slurry road	Old Slurry Road	0.93	2027	\$	153,450	
Forest Harbour trail	Old Slurry road	Old Slurry Road	0.50	2027	\$	82,500	
Sail Vista drive	Old Slurry road	Old Slurry Road	0.38	2027	\$	62,865	
Tail Pine Crt.	Old Slurry road	End	0.10	2027	\$	16,500	
Gilmar Road	CKL 36	North End	2.6	2027	\$	429,000	
		Subtotal	37.8	2027	\$	5,583,450	
		Total	199.0		\$	29,705,710	



Pave Lightning Point Road

Jun 04, 2024 - Jun 15, 2024

Project: Online Petitions

Tool Type: Form

Activity ID: 264

Exported: Jul 02, 2024, 03:15 PM

Petition Request: We the undersigned, petition the Council of the City of Kawartha Lakes to an asphalt resurfacing of Lightning Point Rd. (between Hwy 35 and South Fork Rd) with a completion date by the end of 2025.

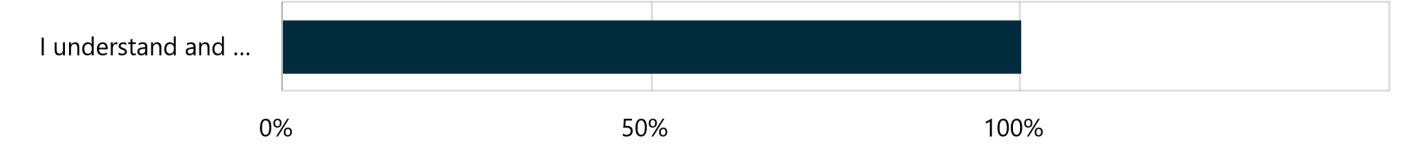
Petition Background: Lightning Point Road has fallen into a severe state of disrepair. The large potholes and disintegrating asphalt make it a complete road hazard to drive on.

Petition Organizer: J. Piper of Coboconk, ON

Petition Disclaimer: The City of Kawartha Lakes does not support, endorse or detract from the Petition Request above until a formal resolution regarding this matter is adopted by City Council. The City of Kawartha Lakes also cannot attest to the factual accuracy of the background material, as it has been solely provided by the Petition Organizer.

5. Signatories to a petition waive any expectation of privacy as a result of the petition being created for review by City Council and the General Public in an Open Session of City Council. Your personal information will not be published on any Kawartha Lakes website, however will be made available to any member of City Council upon request, and may also be publicly released in a Freedom of Information Request. Questions about the collection and disclosure of personal information provided by me on this petition should be directed to the City Clerk's Office. Required

Multi Choice | Skipped: 0 | Answered: 28 (100%)



Answer choices	Percent	Count
I understand and agree.	100.00%	28

Person Submitting the Petition

CASE #173489

RECEIVED

Name:	Randy 97 Dennis	JUL 12 2024
Address:	316 City Rd 41 Kirkfield Ont	
Phone:	705-879-1025	

OFFICE OF THE CITY CLERK
KAWARTHA LAKES

Petition

To: the Council of the City of Kawartha Lakes, 26 Francis Street, Lindsay, ON K9V 5R8.

I/We the undersigned, petition the Council of the City of Kawartha Lakes as follows:

The reason for this petition is to re-surface County Rd. 41 because it is wore out.
Patching doesn't work any more

#	Name	Contact Information	Signature
	Joythia Blombs	705-821-2022	Joythia Blombs
	Kevin Trafford	705-955-4999	Kevin Trafford
	Nicole Fulton	(705)-345-6708	N Fulton
	Lenore Richmond	705-454-1908	Lenore Richmond
	Bob Byrd	705-340-3569	Bob Byrd
	Billy Campbell	416-220-2088	Billy Campbell
	SHIRLEY Campbell	416 896-0668	Shirley Campbell
	Helena Baldwin	405-454-9512	
	Carl Baldwin	705-454-1005	
	Brad Baldwin	705-879-5051	
	Cindy Baldwin	705-341-1596	
	Veicki Baldwin	705-879-8177	
	Eldine Bowman	705-308-0822	Eldine Bowman
	Math Hutchinson	705-934-5455	
	Peg Angiers	705 464 0006	Peg Angiers

Page __ of __

Signatories to a Petition are deemed to have waived any expectation of privacy as a result of the record being created for review by the general public. Questions about the collection and disclosure of personal information contained in this petition should be directed to the City Clerk at 705.324.9411 ext. 1295.