



## Committee of the Whole Report

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**Report Number:**     **ENG2025-015**

**Meeting Date:**        May 6, 2025

**Title:**                    **2025 Lifecycle Management Capital Program**

**Description:**            This report updates Council on the 2025 Lifecycle Management, Urban/Arterial Resurfacing, and Rural Resurfacing capital programs.

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### **Recommendation(s):**

**That** Report ENG2025-015, 2025 Lifecycle Management Capital Program, be received; and

**That** this recommendation be brought forward to Council for consideration at the next Regular Council Meeting.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:**\_\_\_\_\_

**Chief Administrative Officer:**\_\_\_\_\_

## **Background:**

At its meeting of January 28, 2020, Council approved the following resolution:

**That** Report MAYOR2019-001, **Deputy Mayor's 2019 Round Table Meetings on Roads**, be received;

**That** staff be directed to provide a report to Council that outline recommendations for the maintenance and improvement of road drainage by the end of Q2, 2020;

**That** staff be directed to provide a report to Council with recommendations to enhance education and awareness related to our roads network, work plans, and allotted resources by the end of Q2, 2020; and

**That** staff report to Council each spring regarding life cycle extension needs in relation to the approved budget.

## **Carried**

In accordance with the final piece of that direction, this report appraises Council of the plan staff has for the 2025 Lifecycle Management program (9832506) (formerly known as the Lifecycle Extension program), which is the City's capital program designed to maintain and extend the useful lives of paved roads. Capital interventions typically performed by this program are as follows:

- (i) Asphalt Rejuvenation
- (ii) Local Asphalt Paving
- (iii) Local Surface Treatment (not anticipated for 2025)
- (iv) Micro-Resurfacing (not anticipated for 2025)
- (v) Pulverization Due to Excessive Maintenance Demands (not anticipated for 2025)
- (vi) Slurry Sealing
- (vii) Crack Sealing
- (viii) Drainage Improvements

These capital interventions are aimed at two broad objectives:

- (i) Maintaining or bringing targeted road segments to an acceptable condition until they are treated more comprehensively and permanently under a resurfacing or reconstruction capital program; and
- (ii) Preserving or extending the time roads remain in fair-to-good condition, delaying the onset of the need for resurfacing or reconstruction.

In concert with the road resurfacing and reconstruction capital programs, the Lifecycle Management program continues to do its part in keeping the City's road network in acceptable condition, providing visible results for and value to taxpayers.

The present edition of this report includes an update on two related capital programs addressing the resurfacing needs of the City's paved roads: Urban/Arterial Resurfacing (9832503) and Rural Resurfacing (9832504). The sets of capital projects approved for these programs through the 2025 Tax-Supported Capital Budget are reproduced in Appendices A and B, respectively, of this report.

With procurement having been completed for these programs, Tables 1 and 2 below summarize the resulting financial commitments and estimated uncommitted balances. Issued for the Urban/Arterial Resurfacing program, tender 2025-029-CQ has been awarded to Four Seasons Site Development. This and related commitments are reflected in Table 1. Issued for the Rural Resurfacing program, tenders 2024-008-CQ (gravel - multiyear), 2024-009-CQ (resurfacing - multiyear) and 2025-022-CQ (preparatory work) have been awarded to Robert Young Construction, Brennan Paving and Envision Excavating, respectively. These and related commitments, along with the 2025 installment of the multiyear capital project 983250425 (CKL Rd. 41 - CKL Rd. 48 to CKL Rd. 45), are reflected in Table 2.

**Table 1: Financial Summary of 2025 Urban/Arterial Resurfacing Program**

<b>Item</b>	<b>Amount (\$)</b>
Budget	8,364,000.00
Commitments	
Resurfacing	8,028,458.71
Payable HST	139,822.47
Contingency	42,900.08
City Staff and Vehicles	79,444.59
Material Testing	70,000.00
Total Commitments	8,360,625.85
Uncommitted Balance	3,374.15

**Table 2: Financial Summary of 2025 Rural Resurfacing Program**

<b>Item</b>	<b>Amount (\$)</b>
Budget	7,591,000.00
Commitments	
Resurfacing	6,801,545.48
Payable HST	119,707.20
Contingency	414,894.27
City Staff and Vehicles	170,038.64
Material Testing	70,000.00
Total Commitments	7,576,185.59
Uncommitted Balance	14,814.41

### **Rationale:**

As already indicated, this report continues the annual practice of informing Council of staff's plan for the Lifecycle Management program. Since spring road conditions are a principal driver of the needs to be met by this program, language in capital budgets delegates to staff the determination of the scope of each of the capital projects within the program – see Tables 3-6 below.

**Table 3: Road Segments Designated for Local Asphalt Paving in 2025**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Length (m)</b>
Young St.	Rumohr Dr.	End	360
Brechin Rd.	CKL Rd. 6	650m West	650
Cameron Rd.	Martin Creek Bridge	300m South	300
Cresswell Rd.	Fingerboard Rd.	425m West	425
Moore Cres.	North St.	End	67
Blue Water Ave.	Snug Harbour Rd.	Snug Harbour Rd.	772
Mitchell Dr.	Yankee Line	End	300
Heights Rd.	Tracey's Hill Rd.	300m North	300
Pigeon Creek Rd.	#286 Pigeon Creek Rd.	375m West	375
Hillview Dr.	Bethany Hills Rd.	End	950
		<b>Total</b>	<b>4,499</b>

**Table 4: Road Segments Designated for Asphalt Rejuvenation in 2025**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Length (m)</b>
CKL Rd. 10	CKL Rd. 14	CKL Rd. 17	6,000
CKL Rd. 17	CKL Rd. 10	Heights Rd.	7,000
		<b>Total</b>	<b>13,000</b>

**Table 5: Road Segments Designated for Slurry Sealing in 2025**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Length (m)</b>
Charlore Park Dr.	Shamrock Rd.	Shamrock Rd.	2,900
Valley Rd.	CKL Rd. 10	CKL Rd. 26	5,400
Algonquin Rd.	Gilson Point Rd.	Port Hoover Rd.	4,400
Elm Tree Rd.	CKL Rd. 9	Riley Lane	12,300
Telecom Rd.	John St.	Porter Rd.	6,000
		<b>Total</b>	<b>30,700</b>

**Table 6: Road Segments Designated for Crack Sealing in 2025**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Length (m)</b>
CKL Rd. 6	Palestine Rd.	As Far North Toward CKL Rd. 45 As Budget Will Allow	To Be Determined
		<b>Total</b>	<b>To Be Determined</b>

Road segments slated for local asphalt paving in 2025 are identified in Table 3 above, for which a budget of \$630,000 is allocated. Drawn from Appendix C of this report, these road segments have been identified by Public Works as requiring capital intervention due to spring breakup conditions. Other road segments relating to Council resolutions or representing extensions of 2024 work will additionally be included for localized treatment through asphalt overlays, work which may involve pulverization and gravelling. But most of the local asphalt paving work will be focused on the road segments identified in Table 3. Through a multiyear contract, this work has been awarded to Brennan Paving.

Road segments slated for asphalt rejuvenation in 2025 are identified in Table 4 above, for which a budget of \$270,000 is allocated. Through a multiyear contract, this work has been awarded to Superior Road Products. A form of surface treatment, asphalt rejuvenation is the application of a water-emulsified petroleum resin that acts as a sealer as well as an activator for the treated asphalt. This helps seal the asphalt layer and slow its oxidation (which is the cause of the greying typically observed in asphalt surfaces). Asphalt roads that are 3-5 years into their lifecycle are often good candidates for asphalt rejuvenation.

Road segments slated for slurry sealing in 2025 are identified in Table 5 above, for which a budget of \$988,000 is allocated. Through a multiyear contract, this work has been awarded to Miller Paving. A form of surface treatment, slurry sealing is the application of well-graded fine aggregate, mineral filler, asphalt emulsion and water to a paved road surface. It is a capital intervention that protects roads from moisture penetration by filling voids, cracks and minor depressions in pavement, retards pavement oxidation, improves pavement skid resistance, and extends the useful life of pavement. As such, roads with 1-8 years of remaining life are often good candidates for slurry sealing.

As indicated by Table 6 above, the only road segment slated for crack sealing in 2025 is CKL Rd. 6 from Palestine Rd. north toward CKL Rd. 45 to the extent the budget of \$230,000 will allow. Through a multiyear contract, this work has been awarded to J. DiIorio Construction. It is anticipated that completion of the entire segment from Palestine Rd. to CKL Rd. 45 may require another 1-2 years of work after 2025, depending on progress in 2025 and budgets allocated to crack sealing in the 2026 and 2027 capital budgets. Arterial road segments with 7-10 years of remaining life, especially those with recently rehabilitated shoulders, are often good candidates for crack sealing.

The final capital project contained within the 2025 Lifecycle Management program is drainage improvements. It is anticipated that the budget of \$244,000 for this project will be applied as needed to ditches and other locations yet to be identified by staff.

### **Other Alternatives Considered:**

As expected, the current needs for local asphalt paving, as identified by Public Works, exceed the budget of \$630,000 allocated to such work in the 2025 Lifecycle Management program. The portion of these needs not included in Table 4 are identified

in Table 7 below, which consists of road segments for which asphalt overlays would be effective at reducing excessive maintenance demands on Public Works. Despite their fair-to-poor condition, these road segments continue to be maintained by Public Works in accordance with provincial minimum maintenance standards and Council's adopted service levels. Inclusion of Table 7's road segments in the 2025 local asphalt paving project would entail an estimated cost of \$1,700,000.

**Table 7: Remaining Road Segments in Need of Local Asphalt Paving in 2025**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Length (m)</b>
Rama-Dalton Boundary Rd.	900m North of Monck Rd.	1,400m North of Monck Rd.	500
Driftwood Shores Rd.*	Centennial Park Rd.	800m East	800
Simcoe St.	Bridge North of Torah Conc. 1	350m North	350
Simcoe St.	75m South of #26151 Simcoe St.	125m North of #26151 Simcoe St.	200
Scotts Rd.	100m East of #71 Scotts Rd.	50m West of #71 Scotts Rd.	150
Lee's Rd.	Glenarm Rd.	Glenarm Rd.	966
McLarens Creek Rd.	Highway 35	Killarney Bay Rd.	700
Cresswell Rd.	250m East of #183 Cresswell Rd.	Eastern Limit of Cresswell	780
Whiteside St.	Eldon Rd.	West End	165
Green St.	Lindsay St.	North St.	140
Sturgeon Glen Rd.*	Francis St.	End	1,110
Raby's Shore Dr.	Ellice St.	#241 Raby's Shore Dr.	400
Wychwood Cres.	50m South of #55 Wychwood Cres.	Ellice St.	500
Ellice St.	Wychwood Cres.	Raby's Shore Dr.	530
Laird Dr.	Pickerel Point Rd.	North End	777
Little Bob Dr.	East St.	East End	418
Marina St.	Peace Rd.	Peace Rd.	190
Centreline Rd.	Pigeon Lake Rd.	400m North	470
Riverview Dr.	Emily Park Rd.	450m East	450
Westview Dr.	#53 Westview Dr.	#48 Westview Dr.	70
Westview Dr.	Yankee Line	#3 Westview Dr.	40

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Length (m)</b>
Lifford Rd.	Highway 35	Chipmunk Rd.	150
Stoney Creek Rd.	Highway 35	400m West of Highway 35	400
John St.	Scott St.	Highway 35	500
Hillside Ave.	Drum Rd.	John St.	200
Armstrong Crt.	McGill Dr.	Dead End	100
Tower Rd.	Highway 35	Star Hill Rd.	501
Corner Rd.	Yelverton Rd.	Sugarbush Rd.	181
Pigeon Creek Rd.	#286 Pigeon Creek Rd.	West of #249 Pigeon Creek Rd.	375
Ski View Dr.	Hillview Dr.	Dead End	450
		<b>Total</b>	<b>12,563</b>

\*Entire lengths will not necessarily be treated.

Should Council choose for the road segments identified in Table 7 to be included in the local asphalt paving project within the 2025 Lifecycle Management program, staff recommend Council add the following direction to the recommendations of this report:

**That** the budget of capital project 983250604 (Local Asphalt Paving) be increased by \$1,700,000 to accommodate the road segments identified in Table 7 of Report ENG2025-015, with the budget increase financed by \$1,500,000 from the Canada Community Building Fund Reserve and by \$200,000 from the Capital Contingency Reserve.

Both internal and external resource capacity are sufficient to absorb this additional work into the 2025 Lifecycle Management program.

### **Alignment to Strategic Priorities**

As the recommendations of this report aim to maintain roads service levels in a financially responsible manner, they align with Council's strategic priorities of (i) A Healthy Environment, (ii) An Exception Quality of Life, and (iii) Good Government, as identified in the City's 2024-2027 Strategic Plan.

### **Financial/Operation Impacts:**

The recommendations of this report carry no financial impact. However, should Council elect to add to the 2025 Lifecycle Management program the road segments identified in



Table 7 of this report, the resulting budget increase for the Local Asphalt Paving project in that program is estimated to be \$1,700,000. Financing the majority of this from the Canada Community Building Fund (CCBF, formerly the Federal Gas Tax Fund) would be appropriate, as the capital work involved (asphalt overlays) is eligible for such funding. Moreover, recent closures of capital projects have unexpectedly increased the balance of the CCBF Reserve to over \$1,800,000. Capital projects generally should not be financed entirely by CCBF funding, as staff wages and certain other costs are ineligible for such funding.

## **Consultations:**

Public Works

Corporate Assets

Treasury

## **Attachments:**

Appendix A: Approved 2025 Urban/Arterial Resurfacing Program



Appendix A  
ENG2025-015.pdf

Appendix B: Approved 2025 Rural Resurfacing Program



Appendix B  
ENG2025-015.pdf

Appendix C: Current Local Asphalt Paving Needs Identified by Public Works



Appendix C  
ENG2025-015.pdf

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