



Town of Huntsville Staff Report

Meeting Date: January 29, 2024

To: Council

Report Number: OPS-2024-4

Confidential: No

Author(s): Brandon Hall, Civil Engineering Technologist

Subject: Muskoka Road 3 - Aspdin Road - Cost Sharing Paved Shoulders

Report Highlights

The intent of this report is to inform Council of the feasibility study results for paved shoulders on Muskoka Road 3 (North) and Muskoka Road 3 (Aspdin Road) as per Council Resolution 117-23, as well as the 50% cost sharing breakdown and completion of the work.

Recommendation

Whereas: On May 23, 2023, Council adopted Resolution No. 117-23 requesting the District Municipality of Muskoka (DMM) provide the Town of Huntsville with a feasibility study, estimated costs and plan for the installation of paved shoulders on Muskoka Road 3;

And Whereas: on June 28, 2023, DMM provide the Town with the Feasibility Study and cost portion for Muskoka Road 3 (North) and Muskoka Road 3 (Aspdin Road);

And Whereas: On July 24, 2023, Council adopted Resolution No. 152-23 requesting DMM include paved, widened shoulders in the design of all projects that include repair, rebuilding, or resurfacing of any District roadways within the Town of Huntsville where such widening is possible;

And Whereas: DMM completed the roadworks and paved shoulders at the end of July/early August 2023 on Muskoka Road 3 (North) and Muskoka Road 3 (Aspdin Road);

And Whereas: DMM has provided an invoice in the amount of \$142,036 for the roadworks;

And Whereas: Budget and Financial Controls Policy requires that funding for any new capital shall not displace funding for existing infrastructure;

And Whereas: The need for paved shoulders can be attributed to growth and therefore eligible for Development Charge funding;

Now Therefore, Be It Resolved That: staff be directed to pay DMM the full invoice amount of \$142,036 to be taken from Town Working Funds Reserve (\$82,036) and Development Charges (\$60,000);

And Further That: Staff be directed to consider amounts to be included in the draft 2025 budget and related funding sources for costs relating to paved shoulders on District owned roads.

Background

On May 23, 2023, Council adopted Resolution No. 117-23 requesting the District Municipality of Muskoka (DMM) provide the Town of Huntsville with a feasibility study, estimated costs and plan for the installation of paved shoulders on Muskoka Road 3 in the Town of Huntsville.

Discussion

On June 28th, 2023, DMM had provided a feasibility study and cost sharing breakdown for Muskoka Road 3 (North) and Muskoka Road 3 (Aspdin Road). Since DMM had already entered into a construction contract with a contractor, the costs in the feasibility study were based on tender unit rates.

On July 24th, 2023, Council adopted Resolution No.152-23 requesting DMM include paved, widened shoulders in the design of all projects that include repair, rebuilding, or resurfacing of any District roadways within the Town of Huntsville where such widening is possible.

Due to the timing of the Council resolutions and the DMM construction contract schedule, a report was not brought back to Council to outline the feasibility study with associated costs. Although this process was not best practice and a report should have come forth prior to work being completed for Council approval, DMM had paved the shoulders in good faith with a good understanding that this was a sound request from the Town of Huntsville Council.

DMM had completed the roadworks and paved shoulders at the end of July, early August 2023 on Muskoka Road 3 (North) & Muskoka Road 3 (Aspdin Road) as per the submitted feasibility study.

The DMM has submitted invoices to the Town of Huntsville for 50% cost sharing as per Council Resolution 117-23 and the Feasibility Study in a total amount of \$142,036. It is proposed that the Town of Huntsville pay DMM the full invoice amount of \$142,036, to be taken from the Town Working Funds Reserve (\$82,036) and Development Charges (\$60,000).

Town staff have since been in talks with DMM for future projects and planning so all Council approvals and funding sources can be established prior to work commencing. In discussions with DMM, it has been noted that the newly paved shoulders have not been designated as Active Transportation Lanes, and as such they will not be plowed.

Capital

Location	Total (including HST)
MR3 (North)	\$36,072
MR3 (Aspdin)	\$105,964
Total	\$142,036

This project is not tied to existing infrastructure owned by the Town and therefore the Roads Capital reserve should not be used to fund this project as outlined in the Budget & Financial Controls Policy.

There is no established budget in 2024 or any reserve funds dedicated to install paved shoulders on District of Muskoka owned roads. As Council has approved the intent to support these joint projects going forward with the District, that estimated annual amounts need to be included in future budgets with the projects listed and the related funding source. As there is no current funding source for these types of projects an amount should be included in future budgets to establish funding to support these initiatives.

Funding Sources:

Working Funds

\$82,036 to be taken from the Town Working Funds. The Working Funds reserve is expected to have an ending balance in 2023 of approximately \$2.5 million subject to any changes due to the year end surplus or deficit for 2023 which will be provided to Committee in early 2024.

Development Charges

Assuming the shoulders can be tied completely to growth, approximately \$60,000 can be funded from the Town's Development Charges - Roads and Related. The ending balance of this fund is approximately as of December 31, 2023 with committed spending in the 2024 budget of \$158,694 (debt and sidewalks at Howland Drive).

Operational

No operational costs to the Town of Huntsville as the paved shoulders will remain an asset of the District of Muskoka.

Council Strategic Direction / Relevant Policies / Legislation / Resolutions

Budget & Financial Controls Policy Budget&Financial-21
Resolution No. 117-23 - Paved Shoulders

Attachments

[Corr Memo HV Paved Shoulders on MR3 06 28 23](#)

Consultations

District of Muskoka (DMM)
Randy Bissonette, Acting Director of Operations

Respectfully Submitted:

Brandon Hall, Civil Engineering Technologist

Manager Approval (if required): _____

Director Approval: Randy Bissonette, Acting Director of Operations

CAO Approval: Denise Cory, Chief Administrative Officer



Memorandum

To: Tarmo Uukkivi, Director of Operations and Protective Services, Town of Huntsville

From: Mark Misko, Director of Engineering and Transportation, District of Muskoka

Date: June 28, 2023

Subject: Request for feasibility analysis to install paved shoulders on Muskoka Road 3 (Various Locations)

Dear Mr. Uukkivi,

Staff have received Resolution 117-23 from the Town of Huntsville (Town) which requests that the District of Muskoka assess feasibility of installing paved shoulders on Muskoka Road 3 within the Town and report back on the results of this assessment (including a cost estimate and plan for capital construction). A copy of Resolution 117-23 has been included as part of this Memorandum for your reference.

Staff have reviewed this request in the context of a capital paving contract awarded to Fowler Construction for Hot Mix Paving on Various Roads throughout Muskoka (see [PW-5-2023-2](#)). This contract (311-36-A-23) includes two (2) sections of Muskoka Road 3.

Consideration was given to the extent practicable through this contract for the inclusion of paved shoulders within the existing road platform and through existing established contract line items and costs. As part of the review and given the nature of the current capital contract underway with Fowler, staff did not assess platform widening (which would include full road reconstruction) or right of way limits (and the potential need to acquire property as part of the project). As part of the feasibility assessment, staff also considered a reduction in lane width to increase the paved shoulder width. Staff also considered consistency with respect to paved width (not 'flaring' the shoulders in and out as available).

In the context of above, we have determined that the following can be achieved through the existing contracted capital works for 2023:

[Muskoka Road 3 \(Aspdin Rd\) – From MTO Highway 11 to Muskoka Road 45 \(Etwell Road\)](#)

There is a total available platform pavement width of 9.5m. We intend to install lane widths of 3.5m which would allow for the installation of 1.25m paved shoulders (with edge line). The total length of this work is 4.5km.

[Muskoka Road 3 \(MR3 North\) – From MTO Highway 11 to Homestead Lane](#)

This section of road contains two differing pavement platform widths. An existing section contains a 1.5m paved shoulder on the west side of the roadway (from approximately Huntsville Aggregates northerly to #873). The eastern side of the roadway in this section currently has a

ENGINEERING AND PUBLIC WORKS DEPARTMENT

70 Pine Street, Bracebridge, Ontario P1L 1N3

Phone: 705-645-6764 Toll-Free: 1-800-281-3483 Fax: 705-645-7599

Email: publicworks@muskoka.on.ca Website: www.muskoka.on.ca

+/- 1.25m paved shoulder which will also be replaced at a consistent 1.25m. The above section length is approximately 250m and has not been included in any associated shared costs. The remaining 2.45km of this section of road has no paved shoulders and a total available pavement platform width of 8.5m. Consistent with the Apsdin Road section, 3.5m driving lanes can be installed which would leave room for 0.75m paved shoulders. As noted previously, considerations for widening and property acquisition were not included in this study.

Costs associated with implementation of the above shoulders are outlined below. Note that only material costs have been calculated.

Section	Length (m)	Width (m)	Depth (m)	Hot Mix Conversion Factor (2.45t/m ³)	Tonnage (2 Shoulders)	Contract Unit Rate (\$/tonne)	Total	50% Cost Share
Aspdin	4500	1.25	0.05	2.45	1378	\$ 151	\$ 208,262	\$ 104,131
MR3 North	2450	0.75	0.05	2.45	450	\$ 157	\$ 70,896	\$ 35,448
Total Town Contribution							\$ 139,579	

Staff are aware that the received resolution is partially attributed to concerns associated with pedestrians and cyclists using the road platform (including school-aged children). While paved shoulders do provide an alternate area for public usage, they are primarily there to support the driving lanes. We would like to advise that, in the interest of maximizing protection for pedestrians and cyclists, installation of sidewalks and or an off-road, multi-use trail should be considered by the Town as paved shoulders are still considered part of the driving surface and are fully accessible to motor vehicles.

Please advise if you would like to proceed with the above scope of work and cost sharing. Feel free to contact me should you have any questions or concerns.

Regards,

Mark Misko

Mark Misko, B.Sc., C.E.T.
 Director – Engineering and Transportation
 The District Municipality of Muskoka