



# Town of Huntsville Staff Report

**Meeting Date:** February 23, 2026

**To:** Council

**Report Number:** OPS-2026-7

**Confidential:** No

**Author(s):** Brandon Hall, Operations Manager

**Subject:** Chaffey Township Road - Capital Construction Design Options

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## Report Highlights

- Design work for the Chaffey Township Road reconstruction is underway as approved in the 2025 Capital Budget.
- The road is identified as a missing sidewalk link in the Sidewalk Master Plan.
- Two pedestrian options were evaluated: a seasonal asphalt shoulder or a permanent concrete sidewalk.
- The asphalt option has lower cost and fewer environmental risks.
- The concrete sidewalk aligns with long-term pedestrian goals but presents permitting and schedule risks due to proximity to Gypsy Bill Creek.
- Design work is currently paused pending Council direction on pedestrian access.

## Recommendation

**WHEREAS:** Council approved funding in the 2025 Capital Budget for the completion of design work associated with the Chaffey Township Road reconstruction project, and \$1,000,000 approved project cost in the 2026 capital budget;

**AND WHEREAS:** staff have reviewed options for providing pedestrian access along the corridor to align with the Sidewalk Master Plan objectives and improve pedestrian safety and connectivity;

**NOW THEREFORE, BE IT RESOLVED THAT:** staff be directed to proceed with Option 2 as outlined in Report OPS-2026-7 for pedestrian infrastructure on Chaffey Township Road as part of the road reconstruction design, and to allow completion of the detailed design;

**AND FURTHER THAT:** The additional cost of \$1,160,000 be funded through the existing roads capital budget funding by reprioritization of capital projects.

## Background

Council approved funding in the 2025 Capital Budget for the completion of design work associated with the Chaffey Township Road reconstruction project. The remaining funds had to be carried over to 2026 to finish the design. Staff are currently undertaking detailed design to support a planned reconstruction timeline.

Chaffey Township Road is identified in the Municipality's Sidewalk Master Plan as a missing link in the pedestrian network. As part of the design process, staff have reviewed options for providing pedestrian access along the corridor to align with the Master Plan objectives and improve pedestrian safety and connectivity.

Two primary pedestrian infrastructure options have been evaluated as part of the design work:

1. An asphalt paved shoulder/asphalt gutter intended for seasonal (spring /summer/fall) pedestrian use
2. A concrete sidewalk constructed as part of the reconstructed roadway for year-round use.

At this time, the design process cannot proceed further until Council provides direction on the preferred pedestrian access option.

## **Discussion**

### **Pedestrian Infrastructure Considerations**

Staff have assessed both options from a constructability, cost, operational, and environmental perspective.

An asphalt paved shoulder would function as a seasonal pedestrian facility, intended for use during non-winter months. Pedestrian space would be delineated using Pedzones, which would be removed during winter operations. During winter, the shoulder would function as snow storage.

A concrete sidewalk would provide a permanent, year-round pedestrian facility consistent with the Sidewalk Master Plan. However, this option requires additional road widening, which increases the potential for encroachment into the adjacent Gypsy Bill Creek, a protected watercourse.

Encroachment into the regulated area may trigger additional environmental permitting and approvals, which could increase project complexity and introduce schedule risks. There is potential that these approvals could delay construction of the road reconstruction from 2026 to 2027.

### **Cost Implications**

Class C cost estimates (including a 20% contingency) for each option are as follows:

#### **Option 1 – Asphalt Gutter/Asphalt Shoulder:**

Estimated cost of \$1.93 million

#### **Option 2 – Concrete Sidewalk:**

Estimated cost of \$2.16 million

This cost could potentially go up depending on permits and or further encroachments.

**\*Currently, \$1 million is allocated to the construction of Chaffey Township Road in the 2026 Capital budget.**

## **Options**

**Option 1 – Asphalt Gutter / Asphalt Shoulder (Seasonal Pedestrian Access) (Not Recommended)**  
Council may direct staff to proceed with an asphalt gutter and asphalt shoulder design.

## **Implications:**

### **Pros**

- Lowest overall project cost.

- Allows design work to continue without significant environmental permitting risk.
- Shoulder functions as snow storage in winter.
- Aligns with the Safe Schools Grant recently applied for Muskoka Road 3 from Settlers Ridge Subdivision to Huntsville Hospital in conjunction with the District of Muskoka.
- Implementation can proceed within existing roadway infrastructure with limited regulatory complexity.

### **Cons**

- Provides seasonal pedestrian access only (not year-round).
- Requires additional road widening.
- Pedestrian zones (pedzones) required for delineation and seasonal removal during winter months, resulting in ongoing operational requirements.
- Shoulder space is required for snow storage in winter, creating functional conflicts.
- Does not meet the Official Plan policies of the Town of Huntsville for “Complete Streets.”
- Asphalt has an estimated useful life of approximately 15 years, resulting in a less favorable long-term capital outlook due to earlier replacement requirements.

### **Option 2 – Concrete Sidewalk (Permanent Pedestrian Facility) (Recommended)**

Council may direct staff to proceed with a concrete sidewalk design.

### **Implications:**

#### **Pros**

- Provides a permanent pedestrian facility aligned with the Sidewalk Master Plan.
- Meets the Official Plan policies of the Town of Huntsville for “Complete Streets.”
- Concrete has an estimated useful life of approximately 20 years, resulting in a more favourable long-term capital outlook due to extended asset lifespan.
- Establishes year-round pedestrian infrastructure that supports long-term growth and connectivity objectives.

#### **Cons**

- Higher capital cost.
- Requires additional road widening, which will impact residents’ front yards and may require expropriation if necessary.
- Increased risk of encroachment into Gypsy Bill Creek, potentially triggering environmental concerns.
- Potential requirement for additional environmental approvals and permits.
- Risk of delaying construction from 2026 to 2027.
- Increased winter maintenance requirements, with the proposed 1 km of additional sidewalk expected to add approximately one hour per snowfall event; further network expansion could require additional staffing and equipment resources.

### **Financial Summary:**

	<b>Asphalt Path</b>	<b>Concrete Sidewalk</b>
Construction Cost	\$ 1,930,000	\$ 2,160,000
Estimated Life	15	20
Average Capital Cost Per Year	\$ 128,667	\$ 108,000
Maintenance - Summer <small>Note 1</small>		
Maintenance - Winter <small>Note 2</small>	\$ -	\$ 10,285
<b>Total Annual Cost</b>	<b>\$ 128,667</b>	<b>\$ 118,285</b>
Total KM of new sidewalk <small>Note 3</small>	1,000	

Note 1: Maintenance should be similar for both options in the summer months

Note 2: No winter maintenance as it will be used for snow storage and used in the winter

Note 3: Estimated total length of the new sidewalk (1 km)

## Capital

Option 1 – Asphalt Gutter/Asphalt Shoulder:  
Estimated cost of \$1.93 million

Option 2 – Concrete Sidewalk:  
Estimated cost of \$2.16 million

\* The costs above are only Class C estimated costs, and may increase upon completion of the final design.

The 2026 capital budget includes \$1,000,000 for the Chaffey Township Road project, with \$500,000 from Development Charges, \$235,093 from Roads Reserves, and \$264,907 from OCIF Funding.

Increasing the cost of individual capital projects within the current year places additional pressure on the annual capital funding envelope. When these cost increases cannot be absorbed within the approved budget, funding must be reallocated from other planned road capital projects, resulting in some projects not proceeding this year. This does not eliminate the need for those projects; rather, they are deferred to future years. As deferrals accumulate, they create a ripple effect across the capital program, reducing flexibility, increasing future funding pressures, and potentially escalating overall project costs over time.

## Operational

Operational costs for the **asphalt pathway** will be minimal as it will not require winter maintenance. This area will be used as snow storage during the winter.

Operational costs for a **concrete sidewalk** will be much higher as it will require year-round maintenance summer/winter. The cost for winter maintenance has been estimated on a per meter basis and included in the chart above for comparison. It is estimated that every KM of sidewalk costs the Town approximately \$10,000 to maintain in the winter. Not included in this estimate is the cost of sweeping which would be required on both options but would likely have a higher cost for concrete as the winter sand would need to be removed. Also not included in this estimate is any costs associated with expropriation should it be necessary; however, it would be our intent to avoid this if at all possible.

## Relevant Policies / Legislation / Resolutions

**Council Strategic Direction**

- Balanced Growth-4.2: Continue to develop the active transportation network, including sidewalks, cycling lanes, and trail network.

**Attachments**

[251269 - PRELIM DWG SET \(Dec 8-25\)](#)

**Consultations**

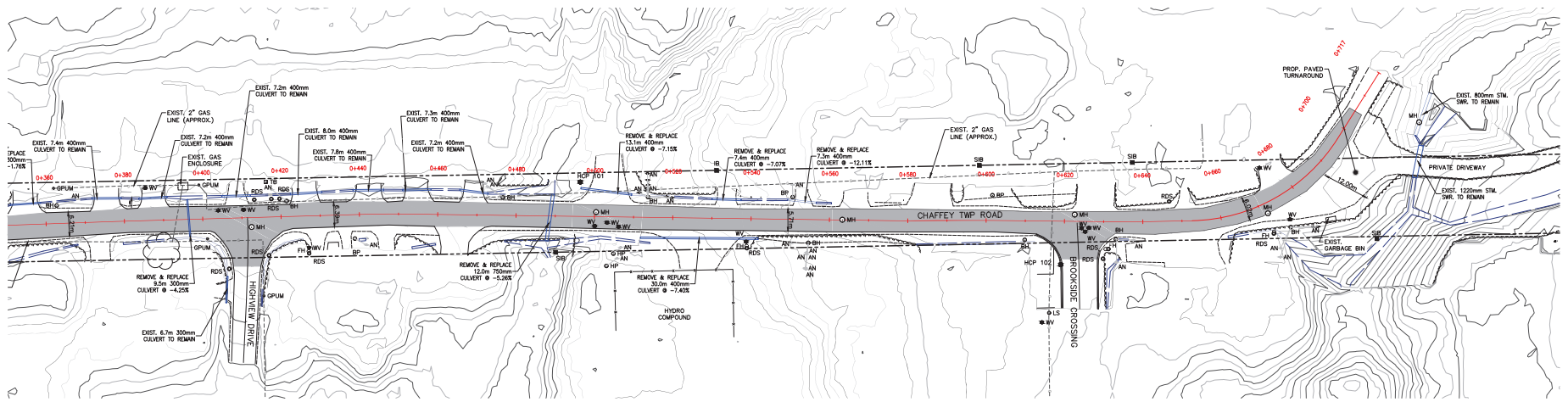
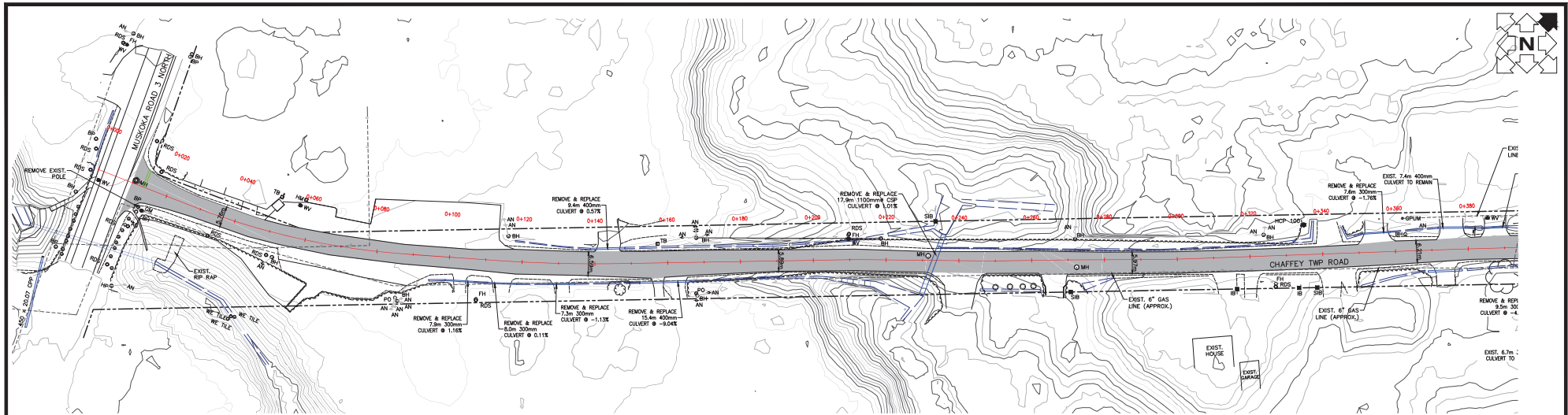
Randy Bissonette, Director of Operations

**Respectfully Submitted:** Brandon Hall, Operations Manager


**Manager Approval (if required):** \_\_\_\_\_

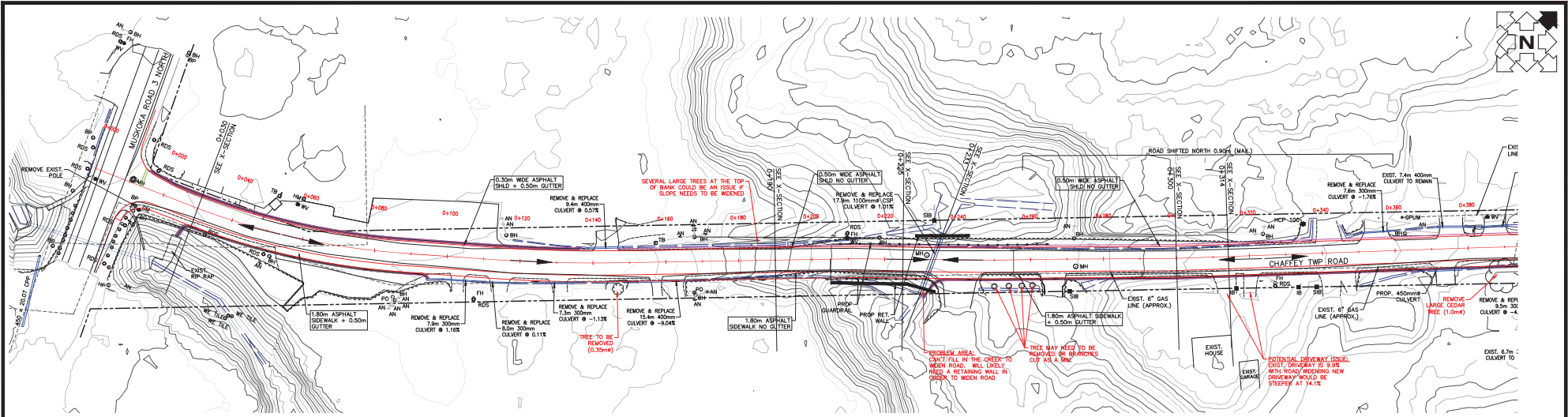
**Director Approval:** Randy Bissonette, Director of Operations

**CAO Approval:** Denise Corry, Chief Administrative Officer



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									1:500	DEC. 8, 2025	
							SCALE		DATE		
							251269		-	<b>C1</b>	
							PROJECT NO.		REVISION		DRAWING



**LEGEND:**

- EXIST. GRADES
- PROP. GRADES
- PROP. RIP RAP
- EXIST. FIRE HYDRANT
- EXIST. WATER VALVE
- EXIST. HYDRO POLE
- EXIST. ANCHOR

+ 289.75  
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**TULLOCH**  
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 NOT FOR CONSTRUCTION  
 DEC. 5, 2025

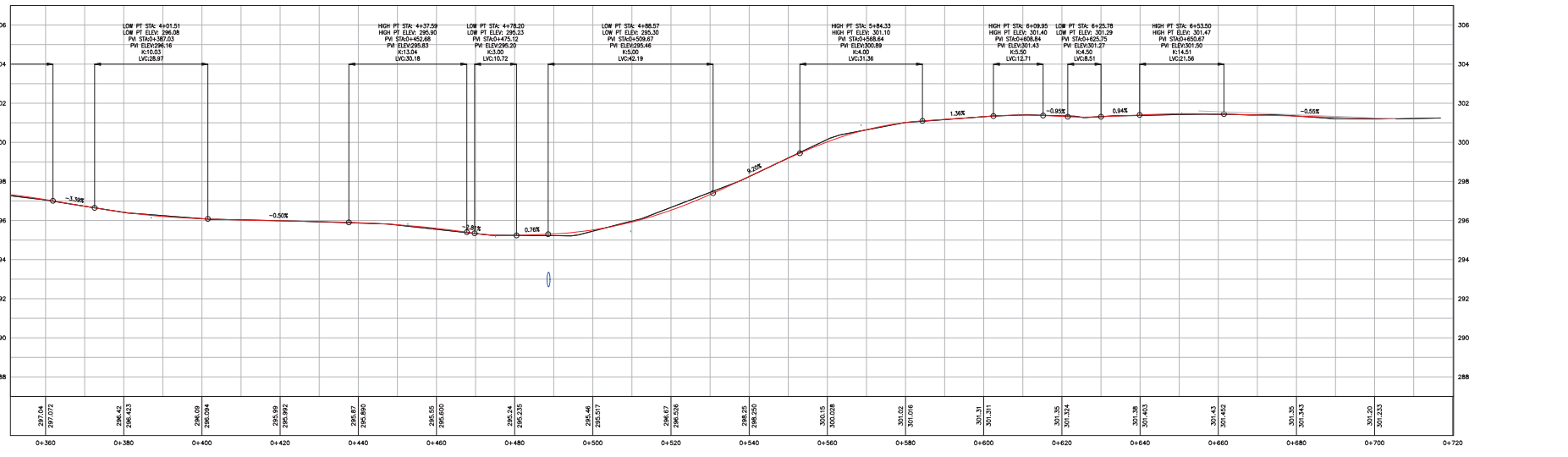
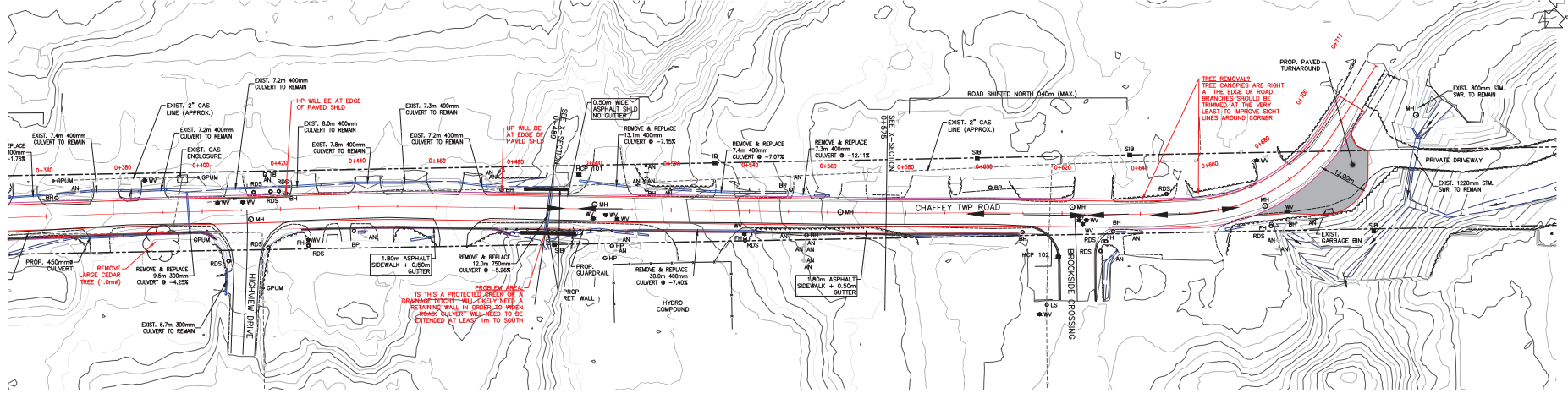
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**CHAFFEY TWP ROAD RECONSTRUCTION  
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**ROAD RECONSTRUCTION  
 STA. 0+000 TO 1+380**

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**LEGEND:**

- EXIST. GRADES
- PROP. GRADES
- PROP. RP RAP
- EXIST. FIRE HYDRANT
- EXIST. WATER VALVE
- EXIST. HYDRO POLE
- EXIST. ANCHOR

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**PRELIMINARY**

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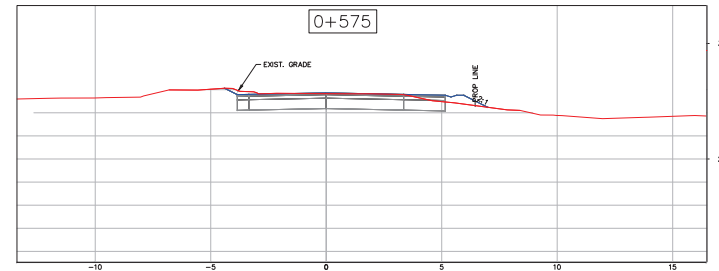
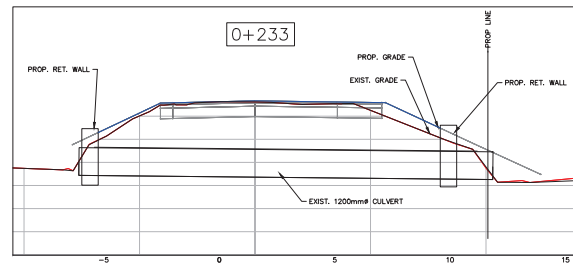
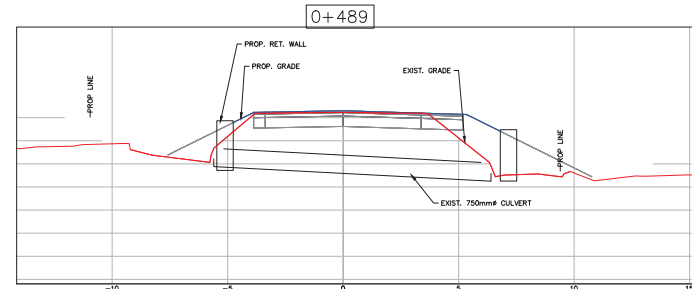
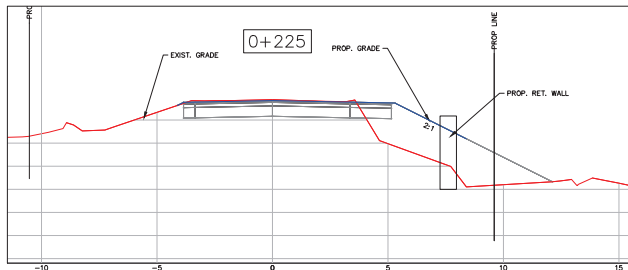
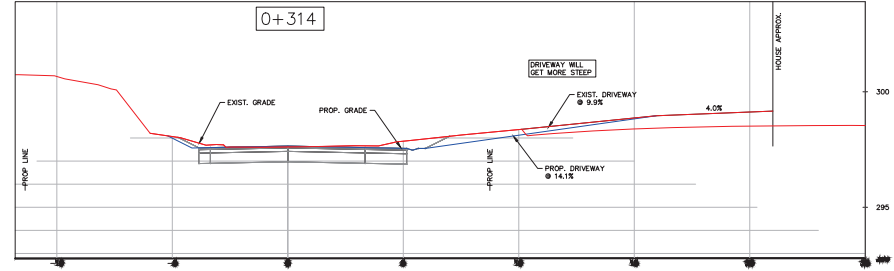
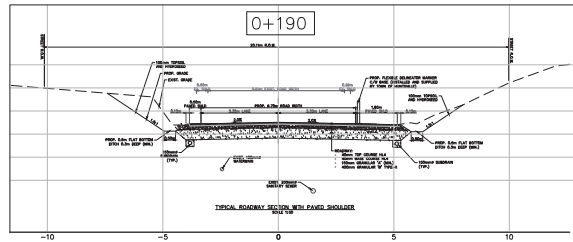
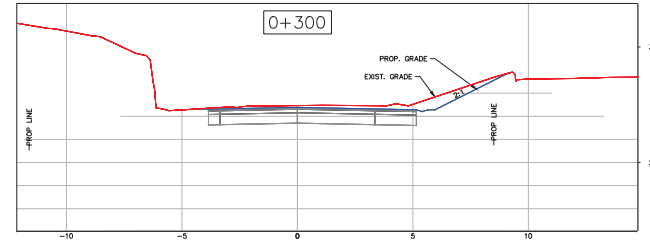
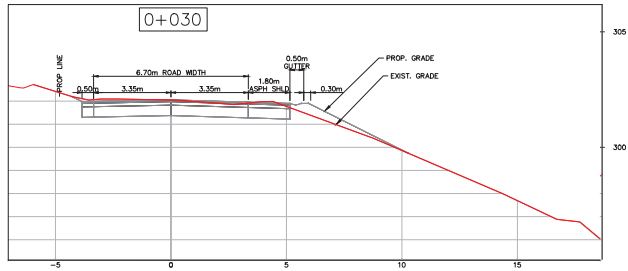
**CHAFFEY TWP ROAD RECONSTRUCTION**

**HUNTSVILLE, ON**

**ROAD RECONSTRUCTION**

**STA. 0+380 TO 0+710**

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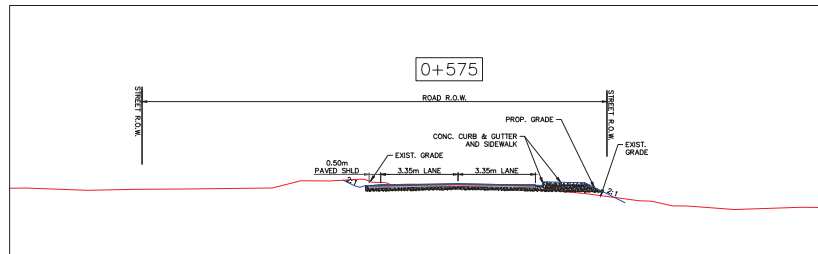
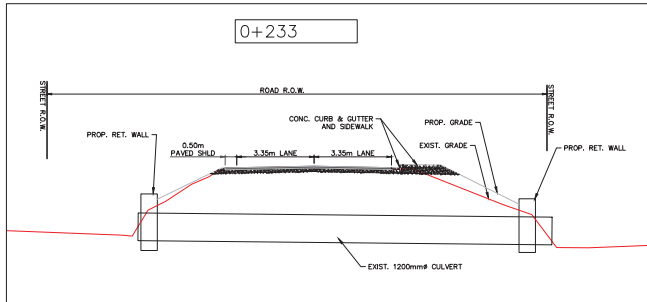
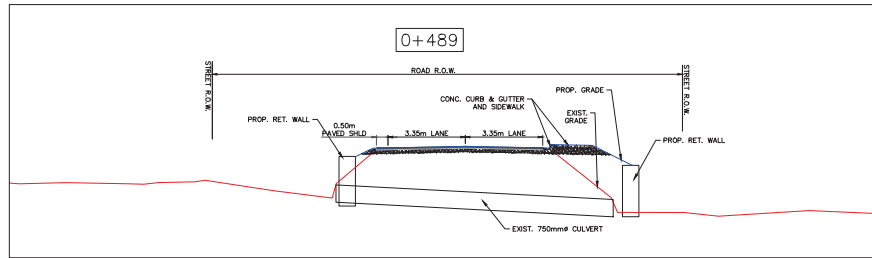
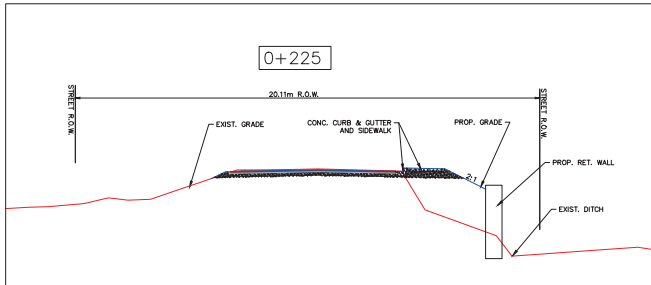
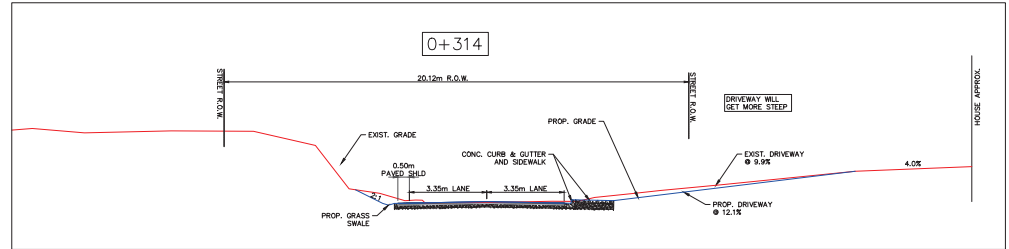
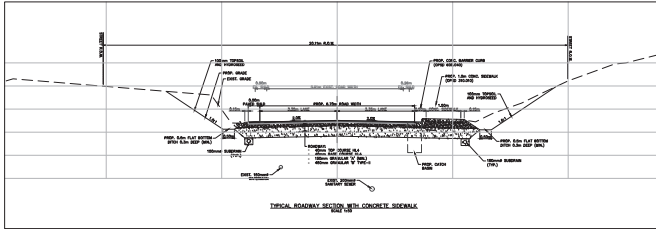
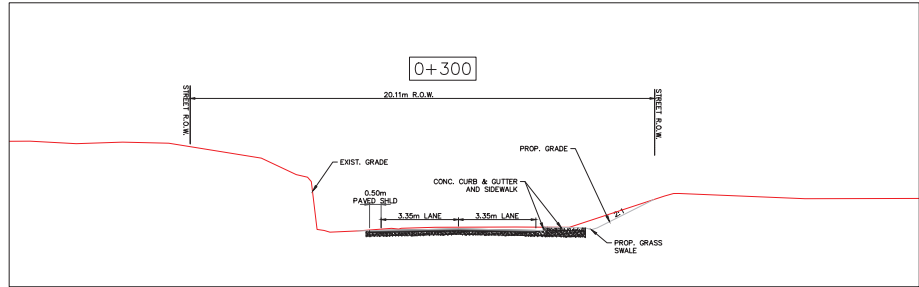
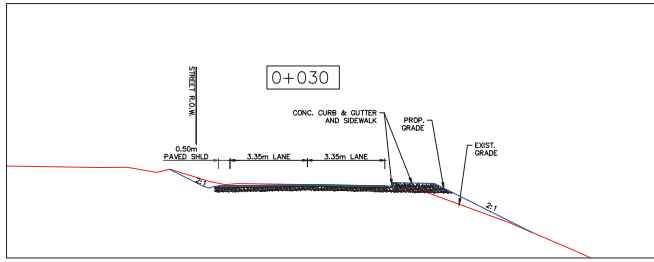
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**CHAFFEY TWP ROAD RECONSTRUCTION  
 HUNTSVILLE, ON**

**X-SECTIONS  
 OPTION#1 - PAVED SHOULDER**

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NOT FOR CONSTRUCTION  
DEC. 5, 2025

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**CHAFFEY TWP ROAD RECONSTRUCTION**  
**HUNTSVILLE, ON**

**X-SECTIONS**  
**OPTION#2 - CONCRETE SIDEWALK**

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251369	-	<b>C5</b>	
PROJECT No.	REVISION	DRAWING	