



Staff Report

Report Title: Lake Range Dr. Multi-Use Path

Prepared By: John Yungblut, Director of Public Works

Department: Public Works

Date: Feb. 17, 2023

Report Number: PW-2023-02-5

File Number: C11 LAK 23

Attachments:

Recommendation:

That the Township of Huron-Kinloss Council hereby receives for information Report Number PW2023-02-5 prepared by John Yungblut, Director of Public Works.

Background:

Over the past several years Township staff and Council have received requests from residents that have requested the Township construct a paved multi-use path that would allow space for pedestrians and cyclists to travel in an area that is not shared with motor vehicles.

On May 6, 2019, Council passed a resolution to consider a multi-use path during future road rehabilitation projects. The most recent 10 Year Capital Plan included the resurfacing of Lake Range Dr. from Con. 12 to Con. 10, including a multi-use path, in 2023. At that time, the estimate construction cost was \$900,000, however, this was established before any detailed design work and soil investigations were undertaken.

Since 2021, Township staff having been working with our consulting engineers to create a viable plan to widen Lake Range Dr. by 1.5m (5 feet) on each side from Con. 10 to Con. 12. The overall goal is to eventually extend the path from Con. 12 to Con. 4 because there currently is a 1.5m path on the west side of Lake Range Dr. from Con. 12 to Saratoga Road and from Con. 4 to Con. 2. The intent was to also resurface Lake Range Dr. at the same time since the existing surface was paved in 2008 and will require preventative maintenance to extend this life of the road surface.

The rationale for constructing a path on both side of Lake Range Dr. is that a single 1.5m path is not wide enough to be consider acceptable for two-way travel and it will be less expense to widen the road on both sides then widen the road by 3m on one side only.

After considerable discussion and investigation with our engineer and paving contractors, Township staff have determined that there are three options that should be considered for widening Lake Range Dr. from Con. 10 to Con. 12:

Option 1 – Remove the existing topsoil along the existing shoulder and widen the road base, mill a 0.5m wide lap joint along the edge of the existing road and pave 50mm thick asphalt for the multi-use path and pave 25mm surface layer of asphalt across the entire road. Estimated cost: \$1,250,000.

Option 2 – Remove the existing topsoil along the existing shoulder and widen road base, cold-in-place recycle existing asphalt road at a wider width and pave 25mm of surface asphalt across the entire road. Estimated cost: \$1,320,000.

Option 3 - Remove the existing topsoil along the existing shoulder and widen road base, pulverize existing asphalt, pave new base asphalt at wider width and pave 40mm of surface asphalt across the entire road. Estimated cost: \$1,520,000

It should be noted that all three options include a \$100,000 contingency allowance for unanticipated costs.

Discussion:

Option 1 and Option 2 would accomplish the original intent of extending the life of the existing pavement by approximately 15-20 years. Paving the surface asphalt in Option 1 could be delayed, which would reduce the initial construction cost by approximately \$200,000.

Option 3 would result in an entirely new road, with an expected useful life of 20-25 years. This option does allow the possibility of delaying paving the surface course of asphalt, which would reduce the initial construction cost by approximately \$300,000.

When Township staff began looking into this project, we made the assumption that very little earthwork would be required because the design drawings from when Lake Range Dr. was constructed specified a 2.1m (7 ft) wide gravel shoulder. The results from the test pits that were excavated at various locations indicate that the actual shoulder is only 0.3-0.5m wide, which we estimate will require the removal of 2,000m³ of earth which will need to be replaced with gravel.

The high cost associated with this portion of the project is concerning to staff when we consider that the next phase of this project will extend from Con. 10 to Con. 8, which has 64 driveways that we need to be altered compared to only 9 in this phase. Although the design phase for the next phase has not begun, it is reasonable to assume that the majority of these driveways will need to have their culverts and ditches relocated to allow for the road widening. Therefore, we are expecting the

cost for the second phase to be significantly more costly than the first phase and based on the request received from residents, the section of Lake Range Dr. that is in highest demand for a multi-use path is from Con. 8 to Con. 10.

To complicate matters further, the Great Lakes Waterfront Trail was established to create a cycling route along the Great Lakes and the portion of this trail that is located on Lake Range Dr. extends from Point Clark to Con. 8, where it turns west and continues along Bruce Beach Rd and Boiler Beach Rd. Based on this, it could be argued that the path will be more desirable from Con. 4 to Con. 8, however, we have no evidence that there is significant demand for this from residents.

Financial Impacts:

The proposed 2023 Capital Budget does not include this project because other projects were deemed to be of more importance at this time. If Council elects to proceed with this project the additional funds will need to be raised or a project in the current budget will need to be removed.

Strategic Alignment / Link:

The information provided in this report is consistent with and in keeping with the Municipality's Vision & Mission. The recommendations contribute to our goals in achieving a prosperous community that continues to grow in a sustainable manner by investing in infrastructure.

Respectfully Submitted By:

John Yungblut, Director of Public Works.

Approved By:

Mary Rose Walden, Chief Administrative Officer