

# Request for Decision City Council




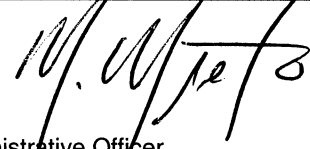
Type of Decision										
Meeting Date	February 24, 2005				Report Date	February 16, 2005				
Decision Requested		Yes	<input checked="" type="checkbox"/>	No	Priority		High	<input checked="" type="checkbox"/>	Low	
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open		Closed	

Report Title
<b>South End Rock Tunnel Update</b>

Policy Implication + Budget Impact	
<input type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<input checked="" type="checkbox"/>	Background Attached

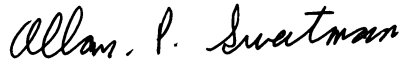
Recommendation	
For information only.	
<input type="checkbox"/>	Recommendation Continued

Recommended by the Department Head
 Alan Stephen General Manager of Infrastructure & Emergency Services

Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer

Date: February 16, 2005

**Report Prepared By**



Allan P. Sweetman, P. Eng.  
Sewer and Water Engineer

**Division Review**



R.G. (Greg) Clausen, P. Eng.  
Director of Engineering Services

Background:

The sewers in the South End of the City of Sudbury had reached their capacity by 1999. This caused a total freeze on development in the area. The following options for solving the problems were considered. Alternative 1 was to upgrade the existing system by replacing sewers as well as adding and expanding liftstations. Alternative 2 was to expand the existing system by constructing new liftstations and forcemains and adding some new sewers. This alternative was mainly different from Alternative 1 in that undersized sewers were by-passed with new forcemains. Alternative 3 was the construction of a rock tunnel connecting the Walford Road area, the Loach's Road area and the Green Avenue area to the existing rock tunnel at Marcel Bouchard.

The Class Environmental Assessment which was completed in the Fall of 2001 recommended the extension of the existing rock tunnel. The rock tunnel will reduce our operating costs as six sewage lift stations will be eliminated. There will also be a significantly lower impact on the people and businesses during construction as 95 percent of the work will be done underground and out of sight.

While all alternatives had capacity for all the expected future growth in the area, the rock tunnel has nearly twice the capacity required which will accommodate any unknown growth patterns.

Funding of 36.68 percent to a maximum of \$8,400,000 was obtained from the Province of Ontario's Millennium SuperBuild program. Even though applications were made to the Federal Government's Canada-Ontario Infrastructure Program, (COIP) they did not allocate any funding for the project. The remaining funding has been put aside in the Capital Sewer Budgets since 2000 and in future budgets to 2007.

We have now completed the geophysical and engineering design for the tunnel and will be tendering the work early in March.

While all homeowners in the immediate vicinity of the construction will be contacted by the contractor directly and preblast surveys completed, the Councillors should anticipate some concerns about noise from drilling and blasting activities and some disruption in traffic due to hauling the rock to the disposal site. As this rock is of excellent quality it is being used to construct the base for the second access to Laurentian University in the area just north of Regent Street. There should be few complaints regarding the access shafts as they are located away from residential areas, one being in a future development area behind the Cardinal Hotel, one in the industrial area on Old Burwash Road and one in the future development area north of the Petro Pass service station on Regent Street South.

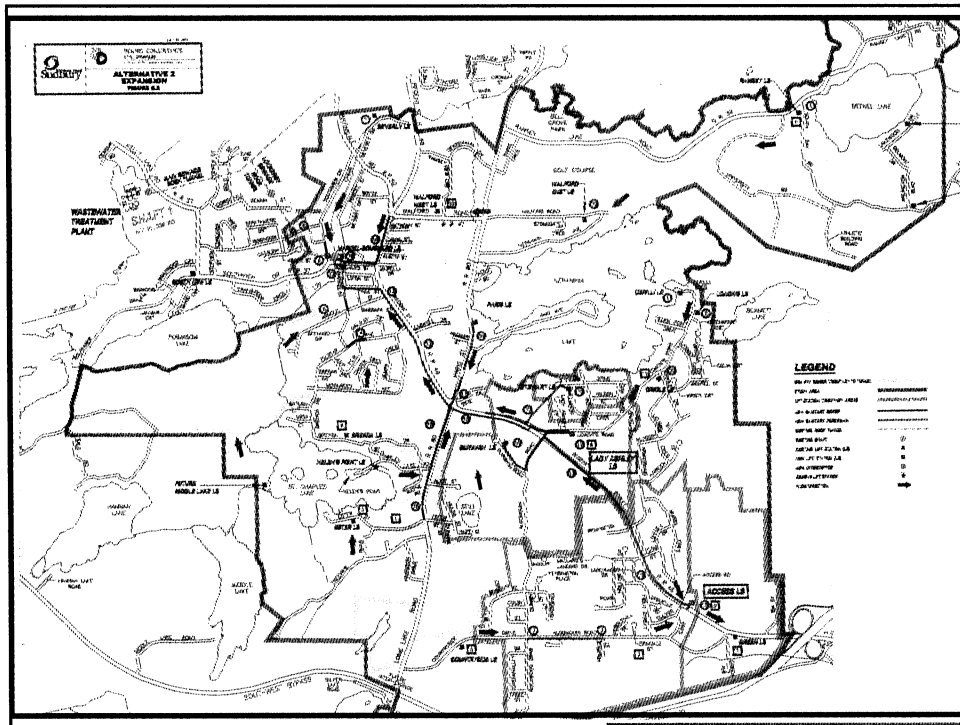
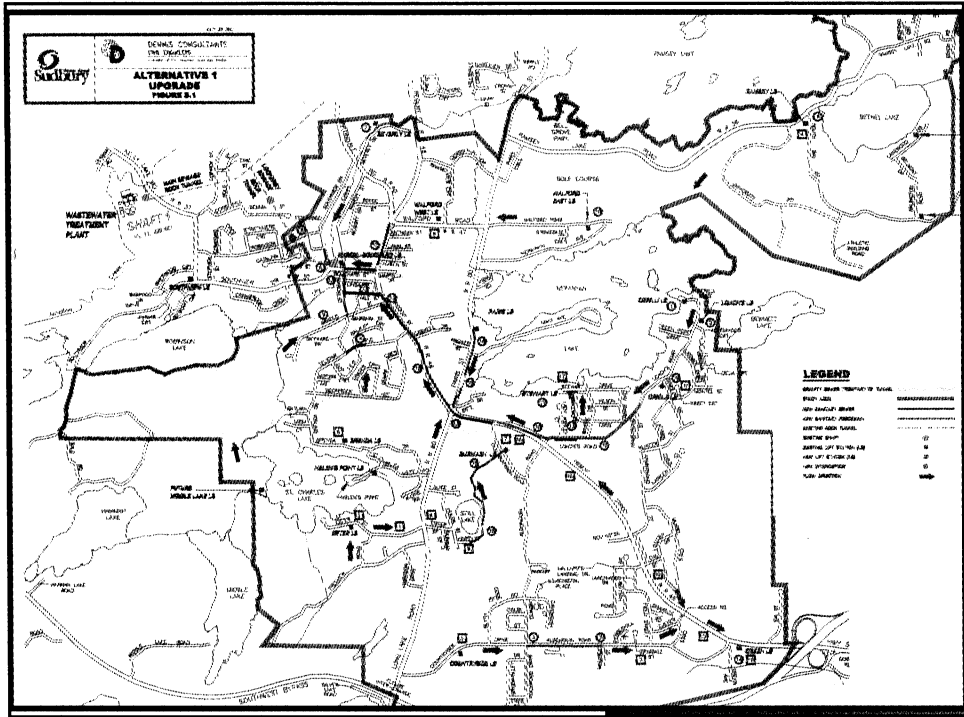
## South End Rock Tunnel Update

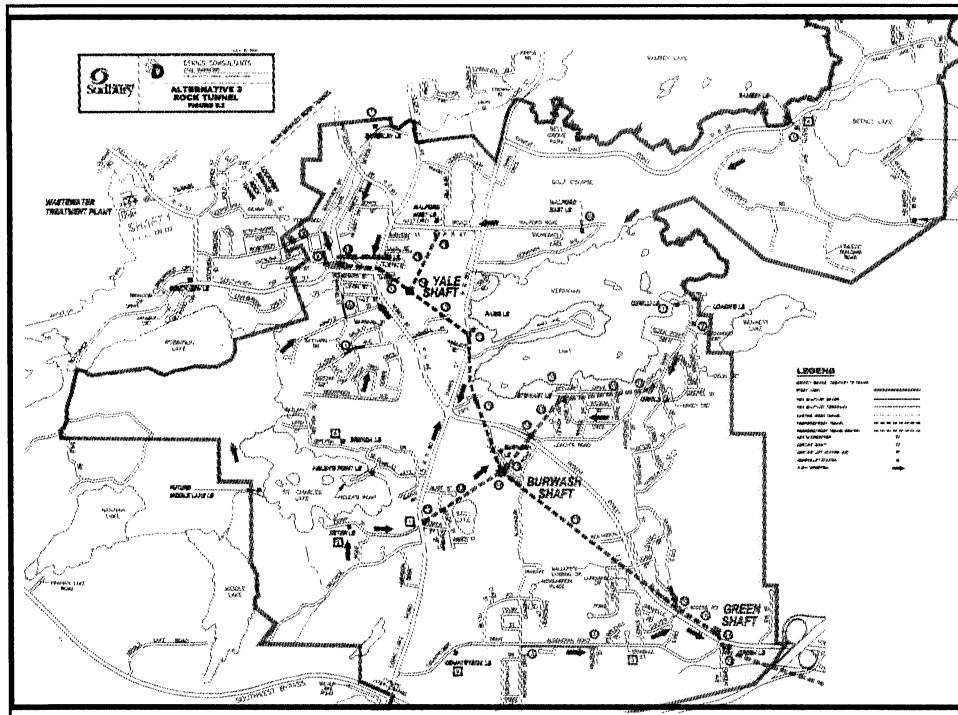
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## South End Rock Tunnel Update

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- By 1999, sewers in the South End of the City of Sudbury had reached their capacity and development was frozen.
- Three options were reviewed to solve the problem.





## South End Rock Tunnel Update

- A Class Environmental Assessment was completed in Fall of 2001.
- The Rock Tunnel option was recommended.

## Rock Tunnel Advantages

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- Minimum disruption to traffic
- Minimum disruption to local businesses
- Minimum operating cost
- Minimum long term cost
- Large excess capacity for future growth

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## Rock Tunnel Disadvantages

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- Higher initial cost

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## Financing

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- 36.68 percent of total project cost to a maximum of \$8,400,000 from Ontario Millennium SuperBuild Program
- Remaining from 2000 to 2007 City Capital Sewer Budgets

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## Future

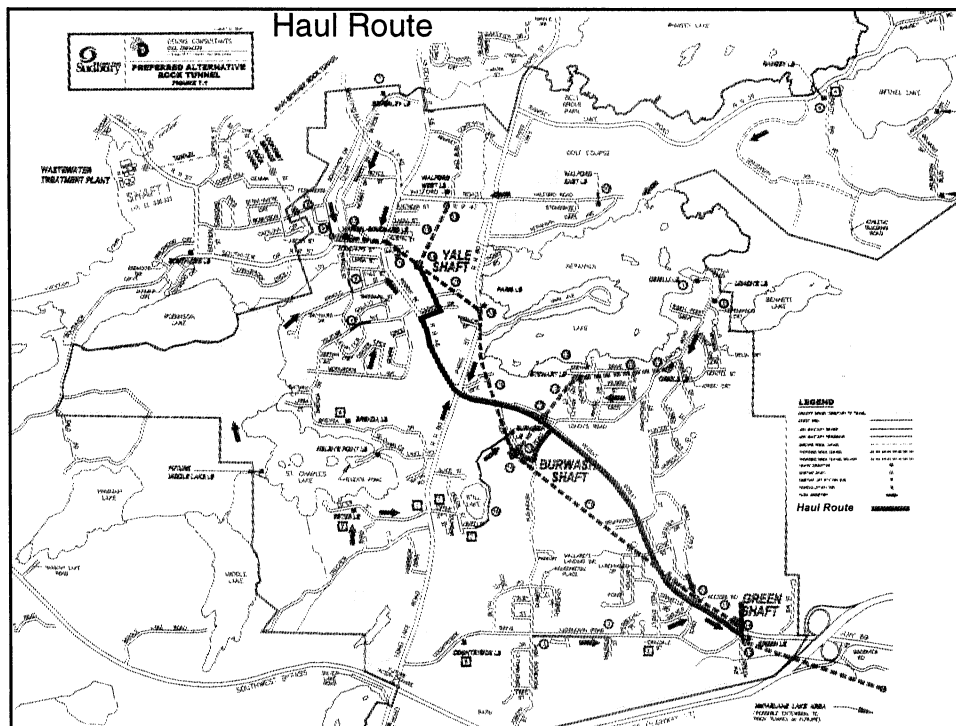
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- March 2005 - Advertise Tender
- May 2005 - Award Tender
- June 2005 - Commence Construction
- December 2008 - Expected Construction Completion

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# Other Issues

- Noise complaints due to drilling and blasting
  - ✓ Preblast surveys conducted
  - ✓ Access Shafts located in future development and industrial areas
- Traffic delays due to hauling rock to disposal sites
  - ✓ Haul route mainly uses Regent Street
  - ✓ Two of the shafts have no impact on the Regent Street Intersection
- Construction of second access to Laurentian University





# South End Rock Tunnel Update

Thank You

Question 9