

Welcome

- Please complete the sign-in sheet provided on your way in.
- Feel free to ask any questions and we will be pleased to discuss the project with you.
- For future enquiries, please email MR35@greatersudbury.ca.
You can also contact the following project team members:

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Project Overview

- This project includes road widening and watermain improvements on Municipal Road 35 from Highway 144 (Chelmsford) to Notre Dame Street East (Azilda), following recommendations from the 2015 Transportation Master Plan Study for the City of Greater Sudbury.
- This project will result in a safer roadway, improved traffic flow, and active transportation improvements.



Figure 1a. Existing Roadway, Municipal Road 35



Figure 1b. Existing Roadway, Municipal Road 35

Project Overview (*cont'd*)

- A Municipal Class Environmental Assessment (MCEA) was completed for this project, and an Environmental Study Report was published in June 2009.
- Previous consultation took place as a part of the MCEA. More generalized consultation also took place during the 2005 and 2015 Transportation Master Plan Studies.

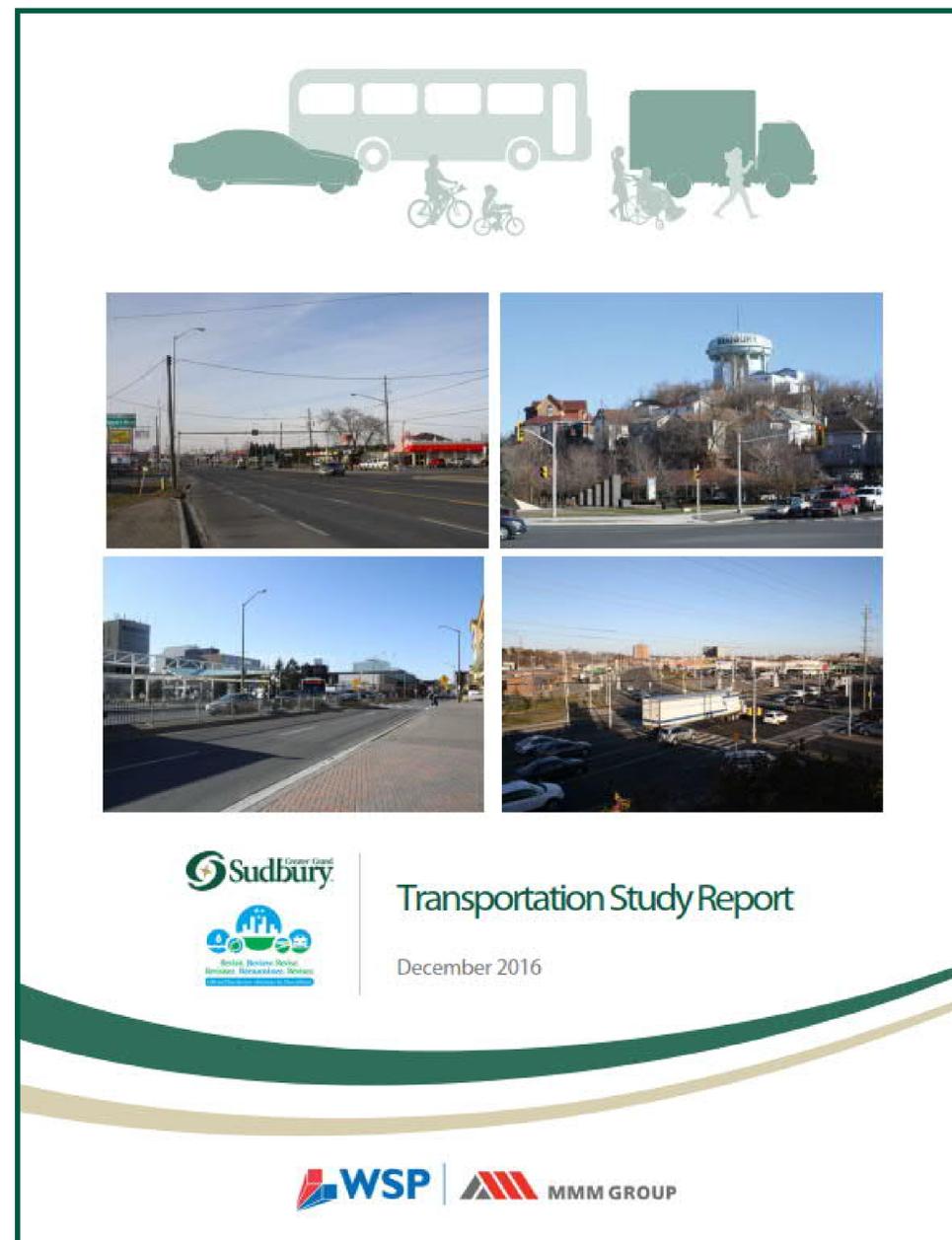


Figure 2. Transportation Master Plan Study, 2016

Project-Specific Considerations

Traffic: The new roadway will include improvements to intersections, road widening for two lanes in each direction, paved shoulders with rumble strip to improve active transportation, signage, pavement markings and guide rail, where required. The Contractor will be required to maintain access to residential and commercial properties during construction; however, motorists will experience reduced speeds and delays due to construction. Two lanes (i.e. one lane in each direction) will be maintained during construction to the extent possible.

Property Requirements: Due to property constraints of the existing road allowance, a steep foreslope Retained Soil System is being implemented along with other measures to mitigate property requirements. The majority of the proposed widening can be accommodated within the existing road allowance; however, some property acquisition may be required at select locations. Affected property owners will be contacted individually upon confirmation of the encroachments and required property acquisitions.

OFSC Snowmobile Trail: The entirety of the existing road allowance is required for the widened roadway, including the portion currently occupied by the Ontario Federation of Snowmobile Clubs (OFSC) Trail. The OFSC is currently investigating alternative routes.

Project-Specific Considerations (cont'd)

Noise, Dust and Vibration: A temporary increase in noise and vibration due to the operation of construction equipment and excavation activities will occur during construction. The contract will include requirements for dust suppression during construction. The new road surface will reduce vibration, and the increase in predicted noise level due to the widening is minimal. It is expected that a portion of the work will take place at night to expedite the schedule.

Cycling and Pedestrians: The new design will incorporate significant improvements including the incorporation of fully paved shoulders with edge line and rumble strip for cycling as well as pedestrian crosswalks and other features to comply with accessibility requirements of the *Accessibility for Ontarians with Disabilities Act*.

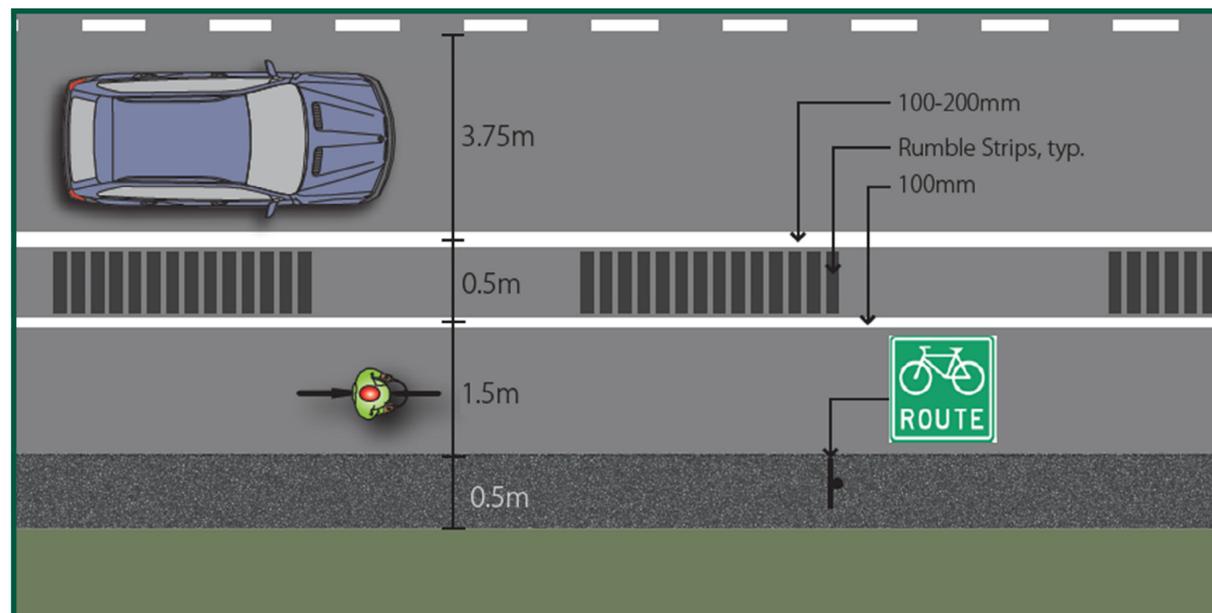


Figure 3a. Fully paved shoulders for cycling



Figure 3b. AODA-compliant signals

Next Steps

- Subject to the receipt of necessary approvals, the City of Greater Sudbury intends to proceed with construction commencing in the 2018 construction season.
- Preliminary work will begin in 2018 including supplemental geotechnical investigations, utility relocations and select culvert replacements. Construction will continue in 2019 and is expected to be complete in 2020.

Thank you for attending