

**Black Road / Third Line Corridor Improvements**

**CLASS ENVIRONMENTAL ASSESSMENT**

Issue No. 2

**INFORMATION BULLETIN**

November, 2015

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**Introduction**

The January, 2015 information bulletin provided an outline of the work completed in Phases I and II of the Class Environmental Assessment (Class EA) process. Specifically, the Phase I and II activities included the identification of the problems/opportunities and the development and evaluation of alternative solutions to address the problems/opportunities. At the January 22, 2015 public open house a preliminary preferred alternative was presented based on an evaluation completed by the engineering Consultant and City Staff. This information bulletin summarizes the project activities completed since the January 22, 2015 Public Open House.

**Public Input and Selection of a Preferred Solution**

Significant public support for the preliminary preferred solution was received before, during, and after the first public open house.

After careful consideration of the input received, the preferred solution was finalized and consists of the following components:

- Widen Black Road from McNabb Street to Second Line to include two through lanes in each direction.
- Maintain a single through lane in each direction and widen the Black Road and Third Line road platforms from Second Line to Third Line and from Third Line to east of the Sault Area Hospital (SAH) entrance respectively.
- Undertake road base/subbase improvements along Black Road from Second Line to Third Line and along Third Line from Black Road to east of the SAH entrance (ie. previous reconstruction limits).
- Forgo any municipal water distribution or waste water collection servicing extensions at this time.

The principle reasons for the selection of this alternative are as follows:

- In general, a two lane road configuration (one through lane in each direction) is typically suitable for daily traffic volumes in the range of 14,000 vpd. The existing and projected daily traffic volumes on Black Road from McNabb Street to Second Line significantly exceed this threshold but are within this

threshold north of Second Line along Black Road and along Third Line.

- Although a single lane in each direction is adequate along Black Road north of Second Line and along Third Line, the existing platform width is narrow and does not provide adequate space for emergency response vehicles, pedestrians, cyclists and other non-motorized uses.
- The road structure along Black Road from McNabb Street to Second Line is generally in good condition but Black Road north of Second Line to Third Line and Third Line from Black Road to east of the SAH entrance are badly deteriorated and are in need of repair and upgrading.
- Black Road from Second Line to Third Line and most of Third Line within the study limits are situated outside of the Urban Service Line (USL) and would require a change to the USL limits to permit servicing extensions. In addition a significant proportion of this area also lies outside the Urban Settlement Area (USA). Expansion of the USA requires a scoped or comprehensive review which demonstrates, within the next ten years, housing demand cannot be accommodated within the existing USA. Furthermore the cost for municipal servicing, to property owners and the City would be significant and there are no significant development pressures adjacent to these corridors at this time.

**Phase III of the Class EA Process**

Phase III of the Class EA process involves the development and review of design options for the preferred solution. Specifically, options have been developed for the following design elements:

- Roadway horizontal and vertical alignment;
- Roadway cross-section;
- Pedestrian and cyclist considerations;
- Intersection configurations; and
- Street lighting.

Each of the design options developed by the project team has been evaluated and a preliminary preferred design has been developed. Preliminary project plans and design information will be on display at the November 26, 2015 Public Open House.

The purpose of the second public open house and public

response period (ending December 24, 2015) is to allow interested individuals to comment and provide input on the design options being considered.

### **Preliminary Preferred Design**

After careful evaluation of each design option, the preliminary preferred design consists of the following:

- Maintain a rural road cross-section with roadside ditches and widen Black Road from McNabb Street to Second Line to include two 3.5m wide through lanes in each direction together with 2.5m wide fully paved shoulders inclusive of double solid white painted lines to provide a buffer between traffic and non-motorized uses. Upgrade the existing street lighting to provide adequate lighting for the widened roadway.
- Reconstruct Black Road from Second Line to Third Line with a rural cross-section consisting of a single 3.5m wide through lane in each direction, roadside ditches and paved 1.5m and preferably 2.0m wide shoulders inclusive of a single solid white painted line to separate traffic from non-motorized uses. Extend the existing street lighting from Strathclair entrance northerly to Third Line in the area where it is not currently provided.
- Reconstruct Third Line from Black Road to east of the SAH entrance with an urban cross-section consisting of 4.5m wide shared travel/bicycle lanes, standard curb and gutter at the edges of pavement and a minimum 2.0m wide paved trail or preferably a 2.5m wide paved trail with a 0.5m concrete boulevard to accommodate non-motorized uses along the south side of the roadway. Storm drainage is to be accommodated with a storm sewer system. Drainage swales/ditches may be required in specific areas to supplement the storm sewer system.

### **Your Involvement**

You are encouraged to review the project plans and documentation and to ask any questions of the Engineering Consultant or City Officials. Comment sheets have been provided for you to record your opinions, comments and concerns. The Engineering Consultant will accept

comments relating to the planning and design of this project until December 24, 2015. Comments can be left with the Consultant at the Public Information Centre or emailed to [rick.talvitie@aecom.com](mailto:rick.talvitie@aecom.com) or mailed or delivered to:

AECOM Canada Ltd.  
523 Wellington Street East,  
Sault Ste. Marie ON P6A 2M4

Attention: Rick Talvitie, P.Eng.  
Project Manager

### **Next Steps in the Class EA Process**

Once the comments have been received (ie: after December 24, 2015), the Engineering Consultant will compile the information and finalize the preferred design. All of the comments received will be considered and incorporated into the planning for this project.

Once the preferred design is finalized, the Engineering Consultant will proceed with Phase IV of the Class EA process which consists of preparing an Environmental Study Report (ESR) documenting the planning and design process followed and decisions reached.

At the time of completion of the ESR (expected in early January, 2016) a Notice of Completion will be advertised and issued to all individuals that expressed an interest in the project. The public will be given an opportunity to review the ESR over a period of 30 calendar days.

Provided no significant concerns or objections to the proposed undertaking are received during the 30 day review period the City may proceed with the detail design and construction.

In some cases concerns regarding a project cannot be resolved through discussions with the project Consulting Engineer and/or City Staff. In this unlikely event a person / agency may request that the Minister of Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order). A Part II Order addresses individual Environmental Assessments. Requests for a Part II Order must clearly identify the rationale for the objection and ultimately the Minister will decide whether an individual environmental assessment is warranted.

**Thank-you.**

**We appreciate the time you have taken to review the preliminary project plans.**