

Request for Recommendation

City Council



Type of Decision									
Meeting Date	November 3, 2015			Report Date	November 3, 2015				
Decision Requested	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Priority	<input type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title
MALEY DRIVE EXTENSION AND WIDENING PROJECT

Budget Impact/Policy Implication	Recommendation
<p>This report has been reviewed by the Finance Division and the funding source has been identified.</p>	<p>FOR INFORMATION ONLY</p>
<p>X Background Attached</p>	<p>Recommendation Continued</p>

Recommended by the Department

Tony Cecutti

Tony Cecutti, P.Eng.
General Manager of Infrastructure Services

Recommended by the C.A.O.

Kevin Fowke

Kevin Fowke
Chief Administrative Officer

Report Prepared By	Division Review
 David Shelsted, P.Eng. Director of Roads and Transportation Services	

BACKGROUND

In response to Council's request at the October 20, 2015 Council meeting, staff have prepared the attached summary of information related to the Maley Drive Extension and Widening Project.

1. Cost Benefit Analysis of Maley Drive Extension – Phase 1, prepared by AECOM, October 29, 2015; in support of application for federal funding under the Build Canada Fund;
2. Maley Drive Extension – Building Today For a Better Tomorrow; Information Brochure, prepared by CGS staff, Fall 2015; in support of application for provincial and federal funding;
3. Maley Drive Extension – Overview; Information Brochure, prepared by CGS staff, (2015), in support of application for provincial and federal funding;
4. Staff Report to Council, Wednesday April 29, 2009; regarding Building Canada application; including letter to Minister of Energy and Infrastructure, dated March 10, 2009; letter to Minister of Transport, Infrastructure and Communities, dated March 13, 2009; and letter to Minister of Community Safety and Correctional Services, dated March 13, 2009;
5. Staff Report to Council, Wednesday January 12, 2011, regarding Build Canada Program;
6. Staff Report to Council, August 14, 2012, regarding application for Phased funding of Maley Drive, including copy of presentation materials;

In addition, readers will find the following additional information at this link.

7. Maley Drive Extension / Lasalle Boulevard Widening Municipal Class EA Addendum, May 15, 2008;
8. Maley Drive Extension Video – Presentation Overview, October 20, 2008;
9. Maley Drive Extension Video – Roundabout, Maley Drive at Barrydowne Road, May 12, 2011;

<http://www.greatersudbury.ca/maleydrive>

Staff is preparing to present a summary of information to Council at the regular meeting of November 17, 2015.

1. Cost Benefit Analysis of Maley Drive Extension – Phase 1, prepared by AECOM, October 29, 2015; in support of application for federal funding under the Build Canada Fund

City of Greater Sudbury

Cost-Benefit Analysis of Maley Drive Extension – Phase 1

Prepared by:

AECOM - Sudbury

1361 Paris Street, Suite 105

Sudbury, ON P3E 3B6

Project Number:

60120044

Date:

October 29, 2015

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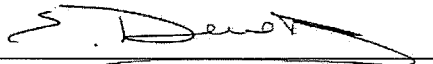
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AECOM Signatures

Report Prepared By:



Emmanuelle Demars, M.Sc.
Economist

Report Reviewed By:



Mario Iacobacci, Ph.D.
Director, Economics

Executive Summary

The purpose of this brief is to assess the economic feasibility of the Maley Drive Extension Phase I project. The Maley Drive Extension Phase I project is a combination of new road and reconstruction/rehabilitation of existing road which extends from the College Boreal entrance to 300 metres east of Lansing Avenue. By providing a new east-west arterial road, its intent is to alleviate traffic congestion and promote economic activity while improving safety.

The Project's economic feasibility is assessed through a Cost-Benefit Analysis which is meant to determine the positive economic benefits to the City of Greater Sudbury. The Analysis is performed for the expected useful life of the project which is set at 30 years. The project's benefits are expected to start after completion of the road, in 2019 and remain at the same level for the duration of the project.

Using simulation model analysis, AECOM has developed estimates of vehicle hours travelled (VHT) and vehicles kilometers travelled (VKT) without and with project for the entire network. A decrease in each of these parameters translates into the following economic benefits: vehicle time savings for automobiles and trucks, vehicle operating cost savings and greenhouse gas emissions reduction. These have been quantified and monetized in the analysis. Results indicate that:

- The project will alleviate traffic congestion and generate time savings of about 457 000 vehicles hours per year for auto drivers and 50 800 VHT for truck drivers. In monetary terms, this represents savings of **\$11.1 million per year** in 2015 dollars.
- Overall, auto drivers will save **\$1.15 million** annually while truck drivers will save approximately **\$360,000** per year in vehicle operating costs.
- Greenhouse gas emissions will be reduced by 2,459 metric tons of CO₂ eq. which amounts to monetized savings of about **\$218,000 per year**.
- The projects' costs are twofold: an initial capital cost of **\$80 million** spread over three years and annual operating costs of **\$170,000** consisting of winter maintenance.
- A **2.75 cost/benefit ratio** suggests that costs are largely surpassed by benefits.
- **The project creates a net economic value of \$135.6 million in present value terms (at a 3.5% real discount rate), which is equivalent to an economic rate of return of 13.6%.**

Results of this analysis are deemed conservative as additional potential benefits have been identified but have not been quantified. This Cost-Benefit Analysis suggests that the Maley Drive project is economically feasible and that it would deliver considerable net economic value to road users in the area and the Greater Sudbury community at large.

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1. Purpose of Brief

The purpose of this brief is to assess the economic feasibility of the Maley Drive Extension Phase I project. In essence, this means assessing in the broadest terms the economic return on investment for the City of Greater Sudbury to proceed with the construction of the proposed road extension project. The Maley Drive Extension Phase 1 project (“Maley Drive project”) is a combination of new road and reconstruction/rehabilitation of existing road which extends from the College Boreal entrance to 300 metres east of Lansing Avenue. Its intent is to alleviate traffic congestion and promote economic activity while improving safety.

The economic assessment is undertaken from a broad public sector perspective and hence, takes into account not only the financial implications of proceeding with the project, but also the transportation user benefits and the economic and environmental impacts of the extension.

The intent of the brief is to explore the economic feasibility of the Maley Drive project developed as part of the City’s Official Transportation Plan and provide the business case rationale for the City of Greater Sudbury and senior levels of government to prioritize and fund this investment in improved mobility and related economic, social and environmental outcomes. This report also explains how users of the new roadway – including residents and businesses in Greater Sudbury – will benefit from the investment and hence, should support the investment and funding decisions required to deliver the project.

2. Overview of Benefit-Cost Methodology

2.1 Economic Feasibility

The purpose of the economic feasibility assessment is to determine the positive economic benefits to the organization that the proposed project will provide. Cost-benefit analysis is the generally accepted analytical tool of choice in transportation economics for the evaluation and justification of major transportation network improvements, including capital projects as well as changes in user fees, fare structures and the pricing of travel in general.

In contrast to economic impact analyses, these costs and benefits are derived based on the capital and operating costs of the project and the microeconomic decisions of individuals, households and businesses – before and after the project under evaluation is put in place. The scope of impacts covers all resulting changes in private and social welfare. This means that the evaluated benefits and costs cover changes in:

- consumer surplus – the difference between the value individuals attribute to a trip and the out-of-pocket costs and time costs incurred on the trip
- externalities of travel behaviour – defined as those costs and benefits which each individual trip imposes on other travellers or on the public at large and which are not absorbed in individual travel decisions. These externalities include costs of environmental emissions (although some of these emission costs may already be factored into individual travel decisions as a result of fuel taxes) and some but not all congestion costs

These costs and benefits are designed to be quantified and valued on an incremental basis. This is an essential feature of cost-benefit theory, which in turn allows this methodology to be used as the primary tool for project justification. In other words, the evaluated costs and benefits are inextricably linked with the project or investment program under evaluation – they are only realized if the project is implemented.

Itemized benefits and costs typically evaluated in Canada for each option under consideration (relative to a base case) include:

- travel time savings, including lower generalized costs from fewer or more convenient interchanges, based on value of time estimates related to journey purpose (business travel, commuting to/from work, and other trip purposes)
- financial (out-of-pocket) costs incurred or saved, including capital costs, operating and maintenance costs, savings in automobile usage costs and other out-of-pocket costs, such as parking charges, fares or road tolls over the evaluated horizon
- safety impacts, which attributes financial (i.e. out-of-pocket) and welfare costs to accidents, including those which result in minor injuries, serious injuries and death
- environmental costs, including changes in the economy-wide costs and welfare costs associated with greenhouse gas emissions as well as changes in local air emissions

These benefits and costs above are usually based on trip and travel time changes obtained from simulations of transportation network models for each option under evaluation (relative to a base case). These models are typically four-stage transportation models with detailed representations of the surface transportation network and its capacity. The models rely on population and employment forecasts, which are exogenous to the model and which in turn drive trip generation rates. The models also rely on land-use input assumptions. All of the above population, employment and land-use assumptions are usually held fixed between alternative scenario evaluations.

Table 2-1 below shows the expected impacts of the Maley Drive project. Only impacts that have been quantified and monetized are included in the cost-benefit analysis presented in section 4.

Table 2-1 Maley Drive Project Impacts

Account	Impacts	Monetized
Costs		
Financial Account	Capital Costs	Yes
	Maintenance Costs	Yes
Benefits		
Transportation User Benefits Account	Travel time savings	Yes
	Vehicle operating cost savings	Yes
	Safety benefits	No
Environmental Account	Greenhouse gas emissions	Yes
	Local air quality impacts	No
	Noise and vibration impacts	No
Economic Development Account	Standard economic impacts	No
	Land value impacts	No

Impacts are quantified and monetized on an annual basis for the length of the project's useful life. The analysis results in three criteria outputs: the Net Present Value (NPV), the Cost/Benefit Ratio (C/B) and the Economic Rate of Return (ERR).

The project's NPV represents the sum of discounted benefits minus the sum of discounted costs. A positive NPV suggests the project is cost-effective. It is calculated according to the following equation:

$$NPV = \sum_{t=1}^T \frac{Benefits_t}{(1 + \rho)^t} - \sum_{t=1}^T \frac{Costs_t}{(1 + \rho)^t}$$

where ρ is the discount rate and T the project's duration.

The Cost/Benefit Ratio represents the sum of discounted benefits divided by the sum of discounted costs. A cost-effective project will have a ratio higher than 1. This parameter gives a sense of the magnitude of benefits compared to costs. It is calculated according to the following equation:

$$C/B = \sum_{t=1}^T \frac{Benefits_t}{(1 + \rho)^t} \div \sum_{t=1}^T \frac{Costs_t}{(1 + \rho)^t}$$

where ρ is the discount rate and T the project's duration.

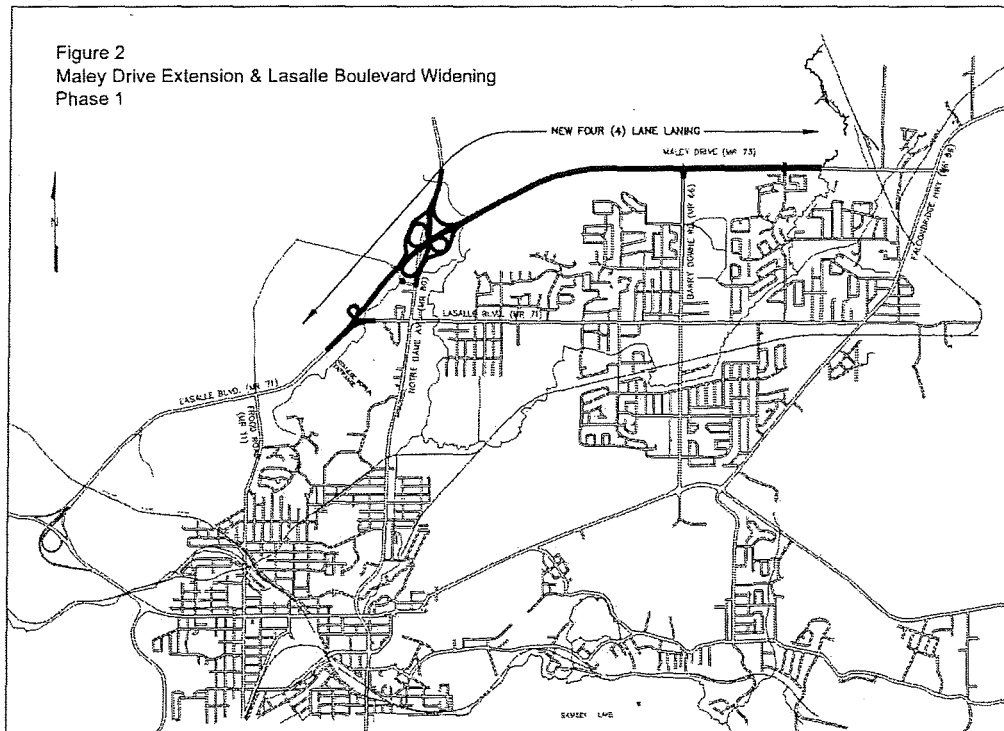
Finally, the ERR represents the discount rate at which the sum of discounted benefits is equal to the sum of discounted costs. In other words, it assesses the project's economic value. If the ERR is superior to the discount rate, the project is viable as it generates economic value.

3. Description of Proposed Project and Impacts

3.1 Business as Usual (BAU) vs Proposed Project

All traffic crossing the northerly edge of the developed areas of the City of Sudbury is currently restricted to using either LaSalle Boulevard or the Kingsway, the only two major east-west through routes. The purpose of the Project is to provide a new east-west arterial road to alleviate congestion on these two roads and in the city overall.

The figure below illustrates Phase 1 of the proposed Maley Drive Extension.



Using simulation model analysis, AECOM estimates that traffic in the entire network during evening peak hour would be 9,740 vehicles hours travelled (VHT) in the business as usual (BAU) scenario in 2021. When the new Maley Drive Extension is integrated to the model, traffic forecasts for 2021 drop to 9,283 VHT. This represents a net saving of 457 VHT per peak hour.

4. Benefit-Cost Results and Implications

The Cost-Benefit Analysis is performed for the expected useful life of the Maley Drive project which is set at 30 years. The project's benefits are expected to start after completion of the road, in 2019 and remain at the same level for the duration of the project. A list of assumptions, data values and sources used in the analysis is available in Appendix A. Benefits and costs are presented in detail in the next sections. They are followed by a presentation of the analysis results.

4.1 Travel Time Savings

Travel time savings represent the most important benefit of the project. As indicated in the previous section, model analysis suggests that 457 VHT would be saved during evening peak hour by car drivers over the entire network. These savings are generated by:

- Faster routes for drivers diverting from Lasalle Boulevard or Kingsway to the new Maley Drive
- Alleviated traffic in the rest of the network due to traffic diversions to the new road

These simulated travel time savings are also assumed to apply to the morning peak hour and to the two shoulder hours on each side of the peak hours (although only 50% of the peak hour travel time savings are assumed to be realized during the shoulder hours). Annually, this represents a total of 457 000 VHT per year, assuming there are 250 working days in a year.

These savings are for auto drivers only. The project design standards suggest that 10% of traffic could be generated by trucks. Therefore, the analysis for this report is based on 10% of overall time savings can be attributed to truck, which amounts to about 50 800 VHTs per year.

It is possible that there are additional time savings throughout the day (outside of the peak and shoulder hours), but AECOM has chosen to remain conservative in the context of this assessment.

Travel time savings can be monetized by applying a value for the drivers' time. **Total travel time savings amount to \$11.1 million per year**, based on value of time of \$16 per hour for automobile drivers and \$75 per hour for truck drivers. (See Appendix A for an elaboration of assumptions and data sources.)

4.2 Other Impacts

Cost impacts include capital and maintenance costs. Capital costs amount to \$80 million to complete the whole extension project. This investment is assumed to be spread evenly throughout the 3 years of construction, from 2016 to 2018. Maintenance costs include annual winter and summer maintenance and occasional crack sealing, and minor pavement rehabilitation expenses. Annual winter and summer maintenance costs represent \$170,000 annually. Major rehabilitation costs are excluded because these would not be incurred within the 30-year service life assumed here. A crack sealing operation representing \$75,000 is accounted for on the 7th year of the project.

Other estimated benefits in the analysis include vehicle operating costs and greenhouse gas emissions savings. All three benefits are estimated on the basis of saved vehicle kilometers travelled (VKT). Using model simulation, savings amount to 2,649 VKT during evening peak hours. Daily traffic is generally considered to represent about 10 times that of peak hour traffic. **Total vehicle kilometer savings amount to 6,622,500 VKT per year** (considering a 250 working days). This again can be considered a conservative estimate as additional savings are most probably generated during weekends.

The reduction in VKT results in vehicle operating cost savings. An operating cost per kilometer of \$0.17 was used to estimate the cost savings for cars, based only on auto operating costs, such as fuel, maintenance and tire use for a mid-size vehicle. It does not take into account any reduction in vehicle ownership costs. **The savings in auto operating costs are approximately \$1.15 million per year.** For trucks, an operating cost per kilometer of \$0.49 was used. **The savings in truck operating costs are approximately \$360,000 per year.**

Greenhouse gas emissions are estimated by converting consumed fuel by cars and trucks into CO₂ equivalent emissions. In the case of cars, an average of 12 liters are consumed by 100 km, resulting into a fuel saving of

794,700 liters and in the case of trucks, 45.5 liters of diesel are consumed by 100 km, resulting into a diesel saving of 334,804 liters. These combined fuel savings amount to 2,459 metric tons of CO₂ eq. emissions saved. Considering a unit cost of \$88.5 per metric ton, **monetized greenhouse gas emissions savings amount to approximately \$218,000 per year.**

Table 4-1 Summary of Costs and Benefits Values

Impact	Value (\$ 2015)	Year of Impact
COSTS		
Capital Costs	\$80 million (total)	2016-2018
Maintenance Costs		
- Winter/summer maintenance	\$170,000 per year	2019-2048
- Crack sealing	\$75,000	2025
BENEFITS		
Travel time savings		
- Car drivers	\$7,312,000 per year	2019-2048
- Truck drivers	\$3,808,000 per year	2019-2048
Vehicle operating cost savings		
- Car drivers	\$1,152,000 per year \$	2019-2048
- Truck drivers	\$360,000 per year \$	2019-2048
Greenhouse gas emissions	\$218,000 per year \$	2019-2048

4.3 Overall Benefit-Cost Analysis Results

Based on combined transportation user benefits and environmental benefits of \$213 million in present value terms over the full 30-year evaluation period (or \$385.5 million undiscounted) and capital and operating costs of \$77.5 million over the same period (\$85 million undiscounted), the net benefits amount to \$135.6 million. This represents the net economic value created by the Maley Drive Extension investment.

In benefit-cost terms, it represents a ratio of \$2.75 of benefits for every \$1 of capital and operating costs invested in the Maley Drive project. Yet another way of representing the same benefit and cost figures is through the rate of return of 13.6% for the Maley Drive investment.

Table 4-2 Benefit-Cost Analysis Results

Impact (2016-2048)	Value (\$ 2015)
COSTS	
Net present value (NPV)	\$135,600,000
Cost-benefit ratio (C/B)	2.75
Economic rate of return (ERR)	13.6%

4.4 Summary and Implications

Expressed in terms of an economic feasibility, the cost-benefit analysis shows that the Maley Drive Extension Phase I project creates a net economic value of \$135.6 million in present value terms and that the economic rate of return is 13.6%.

It is important to keep in mind that these positive results represent only the strict economic test of whether the project is feasible. Further potential benefits have been identified which have not been quantified and which further contribute to the argument that the Maley Drive Extension Phase I project is a positive investment for the community. For instance, economic development account benefits such as job creation and land value uplift were not accounted for but can also be generated by the project. The diversion of trucks away from central roads will also contribute to increasing the life quality in Greater Sudbury. This Cost-Benefit Analysis suggests that the Maley Drive project is economically feasible and that it would deliver considerable net economic value to road users in the area and the Greater Sudbury community at large.

Appendix A
List of Assumptions, Input Values
and Sources

Appendix 1 List of Assumptions, Input Values and Sources

Factor/Assumption	Value	Source
Discount Rate (% , real terms)	3.50%	AECOM
Project useful life (years)	30 years	AECOM
Number of working days in a year (days)	250	AECOM
Value of time - auto drivers (2015 \$/hr)	16 \$	Ministry of Transportation of Ontario (MTO)
Value of time - truck drivers (2015 \$/hr)	75 \$	MTO
Car operating cost (2015 \$/km)	0.176	CAA auto operating costs for mid-size car, excluding ownership costs for 2012, adjusted to 2015 with Ontario CPI
Truck operating cost (2015 \$/km)	0.326 \$	Transport Canada (TC) 2008 operating costs of truck in Canada, excluding ownership and driver costs, 2008 value adjusted to 2015 with Ontario CPI
Fuel consumption - Cars (litres/100 km)	12	TC CVUS Results 2014 for cars, pickups, SUVs and other light vehicles
Fuel consumption - Trucks (litres/100 km)	45.5	TC CVUS Results 2014 for Straight Trucks, Tractor Trailers and Cargo Vans
GHG Emission - Cars (CO ₂ eq. Kg/Litre of fuel)	2.289	Environment Canada, National Inventory Report 2011, Greenhouse Gas Sources and Sinks in Canada
GHG Emission - Trucks (CO ₂ eq. Kg/Litre of diesel)	2.663	Environment Canada, National Inventory Report 2011, Greenhouse Gas Sources and Sinks in Canada
Cost of GHG emissions (2015 \$/Metric ton)	87.9	Quebec Transport Ministry, Cost-benefit analysis guide, 2011 value adjusted to 2015 with Ontario CPI
Ontario CPI		CANSIM Tables 326-0020 and 326-0021 for 2007-2015

2. Maley Drive Extension – Building Today For a Better Tomorrow; Information Brochure, prepared by CGS staff, Fall 2015; in support of application for provincial and federal funding

Maley Drive Extension

Building Today for a Better Tomorrow



The Maley Drive Extension remains eligible for three-way cost sharing with federal and provincial partners. The Province of Ontario has already committed its one-third share, contingent on a federal announcement.

The Maley Drive Extension is a solid investment in the social, economic and environmental future of the City of Greater Sudbury that will deliver short-term, medium-term and long-term benefits to residents, business and industry in an affordable and fiscally responsible manner, made possible by a three-way cost sharing partnership.

The Maley Drive Extension will be built in two phases. Phase One will connect LaSalle Boulevard West with Falconbridge Highway.

- A new four-lane road will be constructed from LaSalle Boulevard West, near Collège Boréal, to Barry Downe Road.
- Traffic will access the new four-lane road via a new interchange to be constructed north of LaSalle Boulevard on Notre Dame Avenue (Municipal Road 80).
- To accommodate the new interchange, Notre Dame Avenue will be widened from four lanes to six lanes, north of the improvements that have already been made to the LaSalle-Notre Dame intersection and approaching lanes.
- Traffic control at new intersections created by the construction of the four-lane Maley Drive Extension will be achieved with roundabouts at Collège Boréal and Barry Downe Road.
- An existing section of Maley Drive, between Barry Downe Road and Falconbridge Highway, will be rehabilitated to complete Phase One of this project.

The total construction cost of Phase One of the Maley Drive Extension is \$80.1 million.

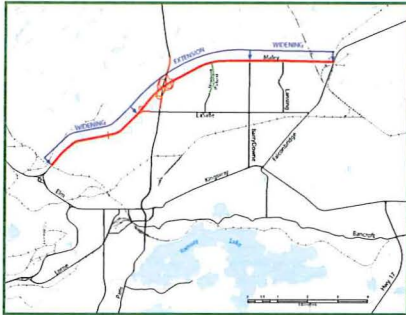
Phase Two will extend the Maley Drive Extension to Elm Street West (Municipal Road 35).

- The existing LaSalle Extension will be widened from two to four lanes between Collège Boréal and Municipal Road 35 (Elm Street West), connecting with the new four lane Maley Drive for improved traffic flow and safety.
- The rehabilitated section of Maley Drive will be widened from two to four lanes between Barry Downe Road and Falconbridge Highway.
- An existing railway crossing on Maley Drive, west of Falconbridge Highway, will be reconstructed as an overhead crossing for the safety and convenience of motorists.
- Roundabouts will be constructed for traffic control on Maley Drive at the intersection of Lansing Avenue and at the intersection of Montrose Avenue. The Montrose Avenue roundabout will connect with a road design through a private subdivision that will eventually extend Montrose north to intersect with Maley.

The total construction cost of Phase Two of the Maley Drive Extension is currently estimated at \$70 million.

Maley Drive Extension

Building Today for a Better Tomorrow



The only two east-west arterial routes in the City are already overcapacity. The need for a third east-west access route will continue to grow as each year passes.

Phase One of the Maley Drive Extension is a solid investment in the social future of the City of Greater Sudbury.

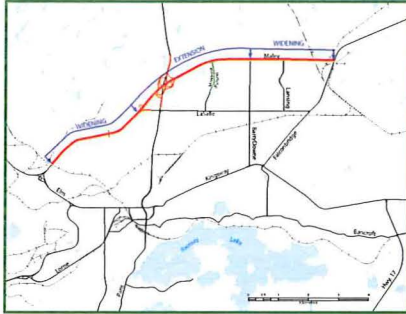
Currently, Greater Sudbury has two east-west arterial routes which are overcapacity today and destined to become more so each year. The Kingsway carries up to 45,000 and LaSalle Boulevard carries up to 35,000 daily trips on average. Put into context, portions of major highways in our region carry an average of 6,000 to 8,000 daily trips.

Phase One will:

- create a third option for regular north-south commuters from a residential area of about 34,400 in Valley East, Capreol, Garson and Falconbridge, as well as for east-west commuters travelling to major educational, commercial, industrial and residential destinations in a population area of over 24,000 in New Sudbury;
- remove an estimated 3,000 vehicles per day from LaSalle Boulevard near Falconbridge Highway, up to 10,000 per day from LaSalle Boulevard east of Notre Dame Avenue, and 2,000 to 4,000 vehicles per day from the Kingsway.
- reduce traffic at the LaSalle-Notre Dame intersection, one of the busiest in our city with an average of more than 50,250 daily trips;
- reroute an estimated 1,000 to 1,500 heavy mining trucks per day away from the Kingsway, LaSalle Boulevard and M.R. 80/M.R. 15 corridors for improved traffic safety, less congestion and longer road life;
- improve public transit service for approximately 43 per cent of all transit riders by reducing traffic congestion on LaSalle and the Kingsway;
- deliver more direct access from northern and eastern regions of the City of Greater Sudbury to provincial highways leading north to Timmins, east to North Bay, west to Sault Ste. Marie and south to Toronto;
- modify heavy truck traffic and overall traffic volume to stimulate a long-term redevelopment of LaSalle Boulevard and the Kingsway from auto-oriented, low-density commercial uses to pedestrian-oriented, mixed-use buildings.

Maley Drive Extension

Building Today for a Better Tomorrow



Greater Sudbury remains one of the world's richest deposits of nickel, copper and platinum group metals. Please see Page 9 of this report for a map illustrating ore and slurry haul routes in this area.

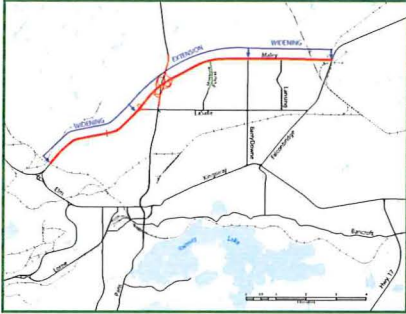
Phase One of the Maley Drive Extension is a solid investment in the economic future of the City of Greater Sudbury.

More than 50 per cent of the ore mined in Ontario is trucked across Greater Sudbury on LaSalle Boulevard, Municipal Road 15 in Bleazard Valley, Municipal Road 80 in Val Caron, Val Thérèse and Hanmer, and Municipal Road 84 to Capreol.

- Ore and slurry trucks generate a lot of wear and tear on pavement and roadbeds. An empty truck weighs about 26,000 pounds; loaded it's about 106,000 pounds. By comparison, the maximum weight of a light vehicle is about 9,900 pounds (*Canadian Vehicle Survey*).
- Shifting heavy truck traffic from the city's main commuter routes, including LaSalle Boulevard and the Kingsway, will extend the life of the city's arterial roads and ultimately reduce maintenance costs.
- Provision of a dedicated truck route will create improved efficiencies for companies with less time spent in stop-and-go traffic.
- Phase One will move industrial traffic from one of Sudbury's largest mining operations, Glencore's Nickel Rim South Mine near Skead, off LaSalle Boulevard during the night and M.R. 80 and M.R. 15 during the day. Trucks will use the Maley Drive Extension to access the LaSalle Extension and Highway 144 north to the Strathcona Mill in Onaping.
- Vale's Garson Mine and its future Victor-Capre Mine near Skead will also be served by the Maley Drive Extension which will bypass LaSalle Boulevard to connect with Elm Street West and Big Nickel Road to Vale's Copper Cliff complex.
- Improved efficiencies offered by the Maley Drive Extension will help build stronger business cases for future development options, including Wallbridge Mining Company's proposed Parkin Properties north of Capreol.

Maley Drive Extension

Building Today for a Better Tomorrow



The City has more than \$12.2 million in a designated account to permit an immediate start to construction, once the Government of Canada announces its one-third share of costs.

Phase One of the Maley Drive Extension is a solid investment in the environmental future of the City of Greater Sudbury.

- A cost-benefit analysis of the Maley Drive Extension provides the following conservative estimates of potential environmental impacts during peak traffic hours:
 - The first step to an overall reduction of more than 2,459 tonnes per year of gas emissions, by reducing stop-and-go traffic on LaSalle and the Kingsway.
 - The first step to reduce traffic congestion and travel times on LaSalle and the Kingsway, saving motorists over 457,000 hours and an estimated 1.13 million litres in fuel consumption each year.

The Maley Drive Extension is shovel-ready should the City of Greater Sudbury receive a formal announcement of funding through the Government of Canada.

- Environmental assessments, geotechnical, engineering and design work are complete for Phase One.
- Design and engineering of Phase Two of the Maley Drive Extension are complete.
- The Province of Ontario has committed \$26.7 million to Phase One contingent on a one-third cost sharing partnership with the Government of Canada and the City of Greater Sudbury.
- Once a formal announcement has been received from the Government of Canada, the City will seek approval from Greater Sudbury Council to commit \$14.5 million to achieve the city's one-third share of construction costs.
- Tenders can be issued promptly following a federal announcement and multiple contracts will overlap during an expected three to four year construction period, dependent on whether construction starts in the spring or the fall.
- Where construction will start is dependent on the time of year that federal funding is announced, as work must be scheduled based on weather conditions and requirements of environmental approvals.

The Maley Drive Extension addresses the future needs of the City of Greater Sudbury.

The City of Greater Sudbury Official Plan has identified the Maley Drive Extension as the number one priority for municipal infrastructure development. The Plan envisions a perimeter highway-arterial road system around the City of Greater Sudbury for efficient routing of traffic through this part of the region and province.

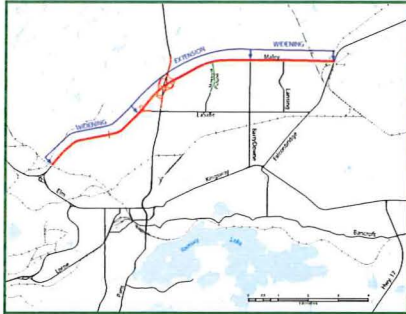
- Phases One and Two of the Maley Drive Extension are the first steps to a perimeter highway that will extend Maley Drive east of its current end at Falconbridge Highway, southeast to connect to Highway 17 East to North Bay and Ottawa and an existing by-pass leading to Highway 69 South to Toronto and Highway 17 West to Sault Ste. Marie.

Maley Drive Extension

Building Today for a Better Tomorrow

The Maley Drive Extension is an affordable investment that will be managed in a fiscally responsible manner.

- Construction of Phase One is expected to create 780 jobs and generate an economic stimulus of \$88.8 million.
- The City of Greater Sudbury has been budgeting since 2008 to leverage two-thirds funding from Federal and Provincial partners for construction of this project.
- A designated municipal account has already absorbed approximately \$5 million in engineering and in design costs for Phase One.
- More than \$12.2 million currently remains in the account to permit an immediate start to construction and the City is continuing a practice of allocating \$2.3 million annually from the existing roads capital budget to this account.
- The City is prepared to present options for financing the outstanding municipal share of construction, upon the direction of Council.
- Funding from citywide development charges can be applied to the new four-lane road portion of the Maley Drive Extension, from LaSalle Boulevard West to Barry Downe Road, and to the new interchange and associated road widening on Notre Dame Avenue.
- The roads capital budget has been planned and adjusted to 2019, leaving the City with between \$34.5 million and \$35.9 million annually for additional road construction over the next four years.
- The increase to operating budgets to maintain the new Maley Drive Extension will be partially offset by fewer potholes and other damage to the roadbeds on LaSalle and the Kingsway.
- Property acquisition, estimated at less than one per cent of the total construction cost, is not eligible under the three-way cost sharing partnership and can be absorbed within existing capital reserves.
- The Maley Drive Extension will be built in two phases to expedite available funding at the federal and provincial levels, to reduce the initial municipal capital outlay and to realize immediate benefits of an alternate east-west access route across the City.
- Disadvantages associated with a phased approach to construction are loss of economies of scale, devaluation of the dollar to inflation, some duplication of work, and inability to achieve full benefits of the Extension until completion of the last phase.
- The combined estimate of \$150 million for construction of Phase One (\$80.1 million) and Phase Two (\$70 million) of Maley Drive is higher than an original estimate contained in an April 2014 Development Charges Background Study, prepared by Hemson Consulting Ltd.
- Figures quoted in the Development Charges Study are based on an estimated total project cost of \$125 million of which two-thirds funding was estimated from federal and provincial sources, leaving the city with a net municipal cost of \$41 million.



The Maley Drive Extension is affordable and achievable. Barring other options, continuing a practice of allocating \$2.3 million annually to a designated account could repay the City's current \$14.5 million share in less than seven years.

Maley Drive Extension

Building Today for a Better Tomorrow



Mine Site

To: Valley East,
Capreol

To: Greater
Sudbury
Airport

To: Levack,
Timmins

LaSalle

Maley

Montrose
(Future)

Lansing

Barry Downie

Falconbridge

Frood

Kingsway

To: North Bay,
Ottawa

Mill Site

Elm

Bancroft

Smelter Site

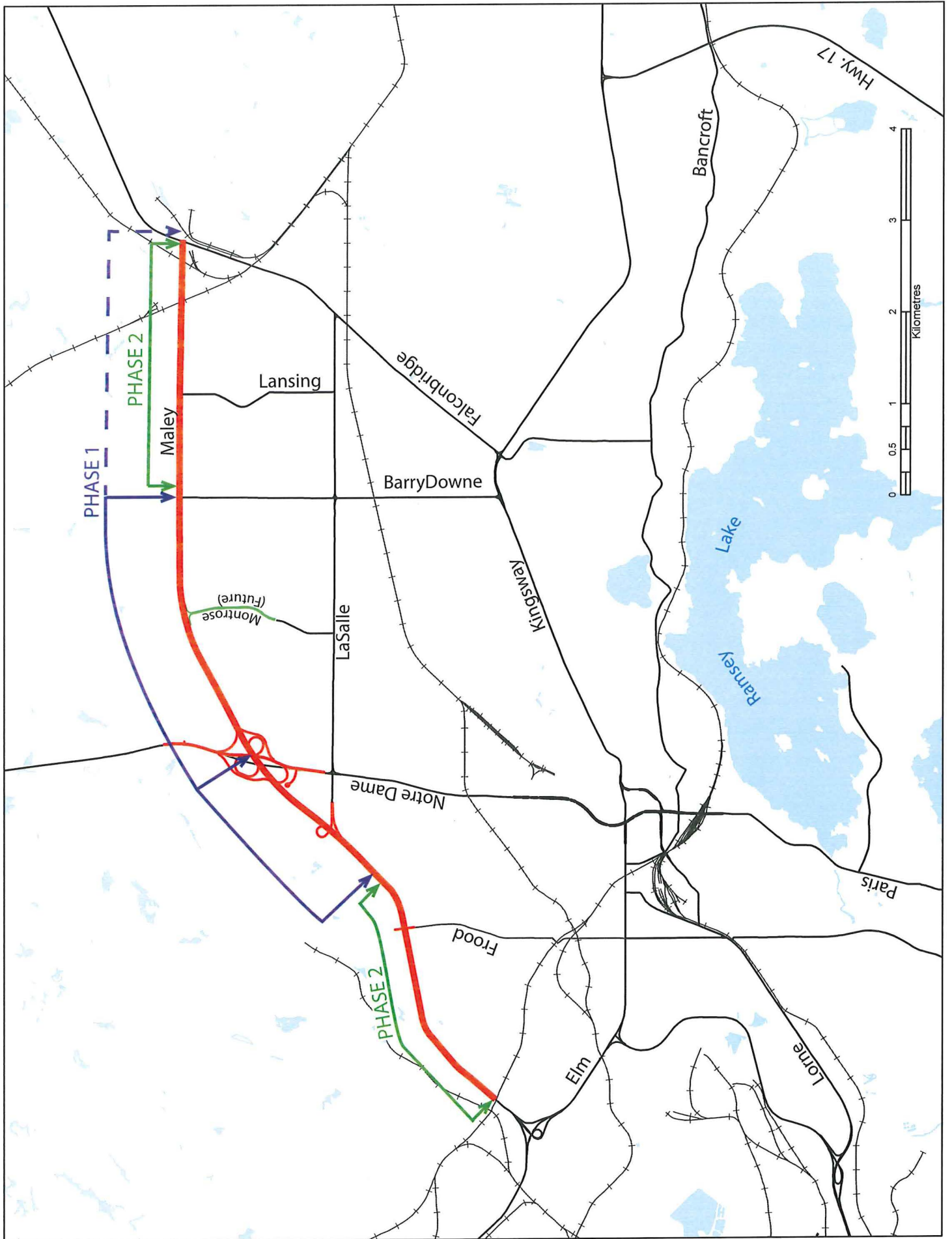
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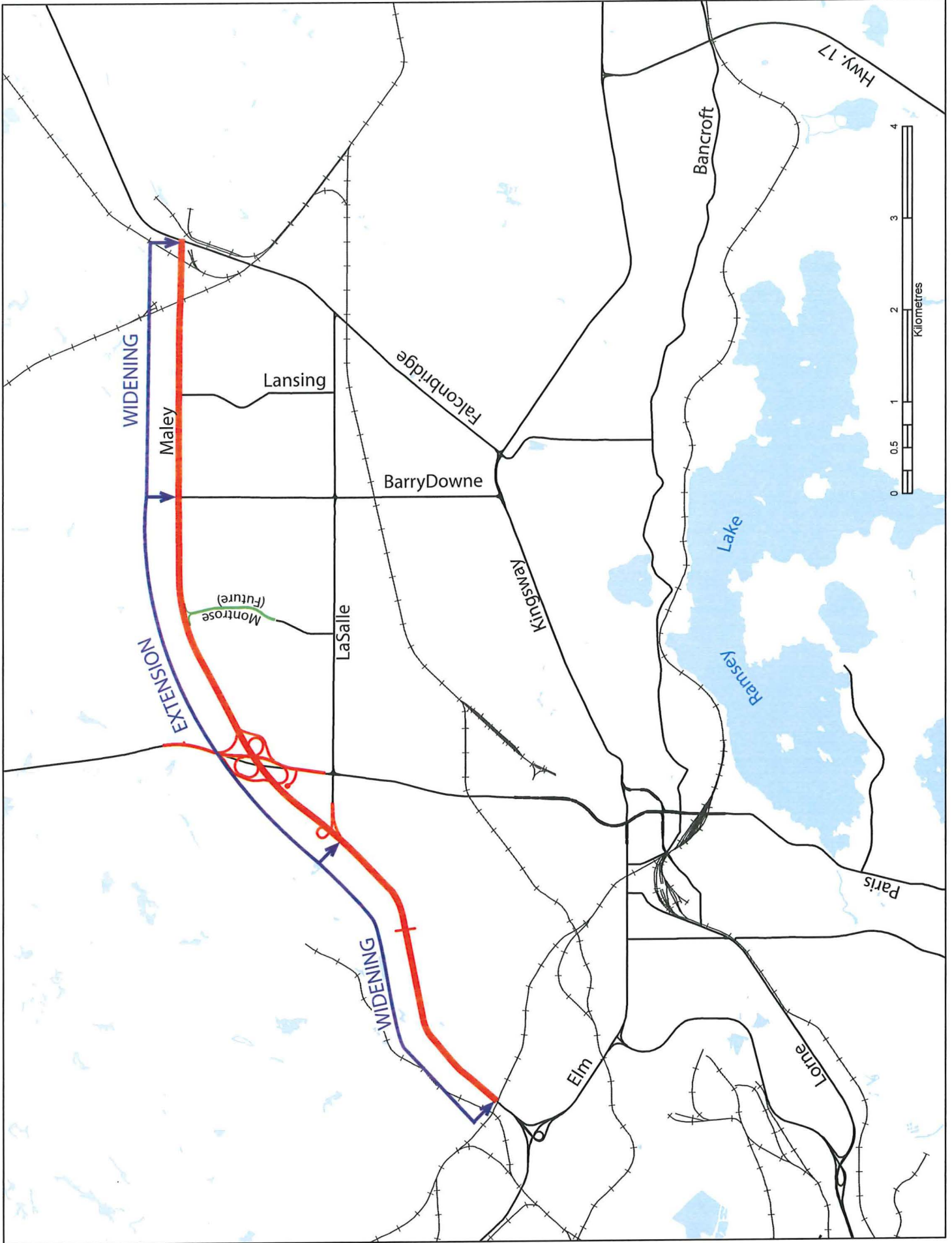
Hwy. 17

To: Copper Cliff,
Sault Ste. Marie

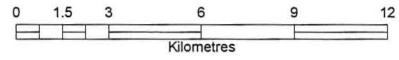
To: Toronto







Ore and Slurry Haul Routes

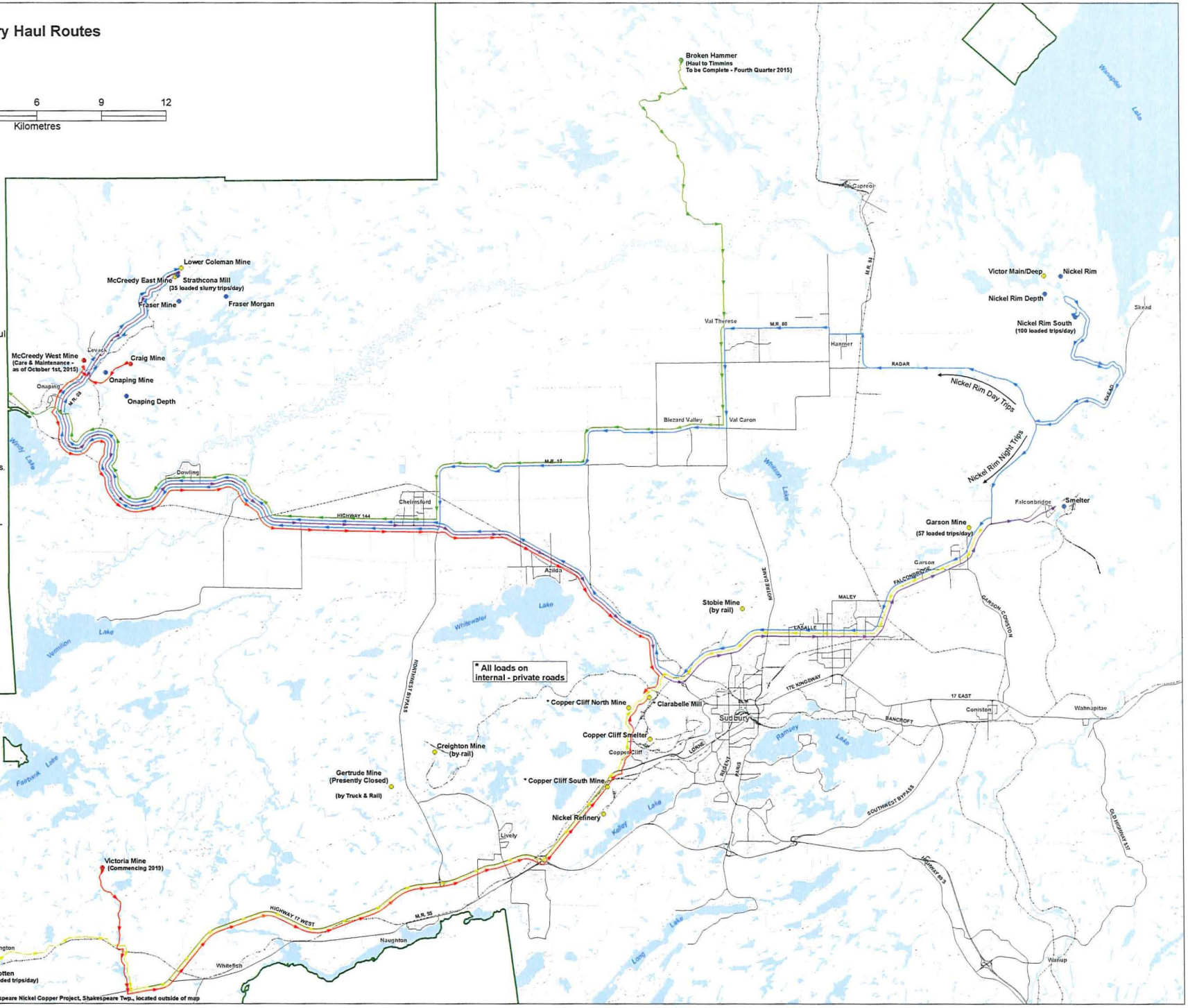


- Major Road
- Local Road
- Private Road
- Railway
- Lake
- CGS Boundary
- KGHM Haul
- Wallbridge Haul
- Vale Haul
- Glencore Haul
- Glencore Slurry Haul
- Site Owner**
- KGHM
- Wallbridge
- Vale
- Glencore

* Trucks haul approx. 80,000 lbs. of ore / load.
 * Trucks weigh empty approx. 26,000 lbs.
 * Total weight of loaded trucks - approx. 106,000 lbs.



Paul Reid / David Green
October, 2016



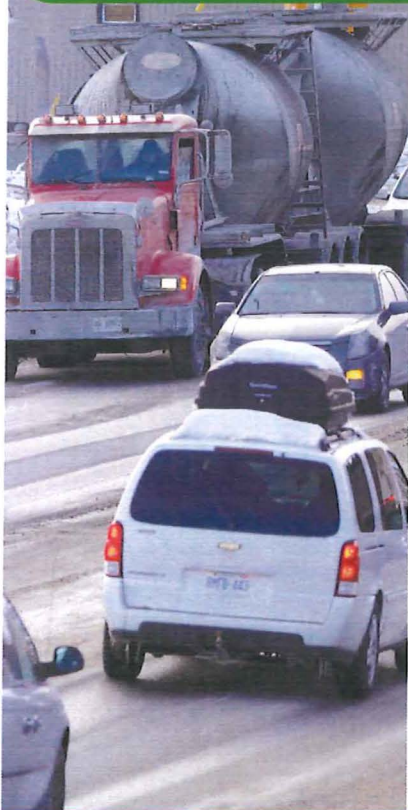
All loads on internal - private roads

*NOTE: URSA Major Minerals' Shakespeare Nickel Copper Project, Shakespeare Twp., located outside of map

3. Maley Drive Extension – Overview; Information Brochure, prepared by CGS staff, (2015), in support of application for provincial and federal funding

Building to Grow

Maley Drive Extension Overview



Quick facts

- More than 50 percent of ore currently mined in Ontario is trucked across Greater Sudbury's road network.
- Maley Drive will position the City of Greater Sudbury for growth in the future.
- Maley Drive is a foundational piece of infrastructure. It is a key east-west link that will make other infrastructure projects, such as the Barry Downe extension, more viable.
- The financing for Maley Drive is largely in place.

Economic benefits

The project will:

- Support the local mining industry through better connectivity of various key projects, and will prepare the City of Greater Sudbury to meet the needs of future mining development, that will have significant economic benefit for Greater Sudbury and all of Northern Ontario.
- Reduce congestion, allowing businesses to get more done in a day.
- Save the Greater Sudbury drivers over 800,000 hours annually with reduced traffic congestion and travel times.
- Minimize rate of pavement damage and the degradation of the road structure, extending life cycles and deferring major road rehabilitation.
 - The impact to the pavement structure of one pass of a large truck is equal to several thousand passes of a passenger car.
- Attract 1,000 to 1,500 trucks and transports away from the arterial road system, including LaSalle Blvd., the Kingsway, MR15, MR 80 and Radar Road on a daily basis .
- Create 780 construction jobs during Phase 1.
- Contribute \$88.8 million to the GDP .
- Improve commercial viability along LaSalle Boulevard, The Kingsway and adjacent areas.
- Provide alternate access to and from the Greater Sudbury Airport.

Regional benefits

The project will:

- Provide a third east-west arterial road to minimize the impact of construction and emergency lane closures on the travelling public, including business disruption.
- Reduce congestion along the Kingsway and LaSalle Boulevard.
- It is anticipated that traffic along these two corridors will be reduced by 2,000 to 4,000 vehicles per day on The Kingsway and approximately 10,000 vehicles per day on LaSalle Boulevard.
 - Will attract 1,000 to 1,500 trucks and transports away from the arterial road system on a daily basis, which come from LaSalle Boulevard, the Kingsway, and the MR80/15 corridors.
- Remove heavy truck traffic, improving the safety of roads through MR15 in Blezard Valley, and MR80 in Val Caron, Val Therese and Hanmer
- Improve safety along The Kingsway, LaSalle Boulevard and other corridors.
 - Trucks and transports require more room to start, accelerate, maneuver, decelerate and stop. As a result, they contribute to congestion, driver frustration and increased collisions.
- The Maley Drive Extension will decrease emergency vehicle response times (EMS, fire, and police).

Environmental benefits

- The Maley Drive Extension will reduce travel times and fuel consumption for traffic across the north end of the City saving Greater Sudbury drivers an estimated 1,500,000 litres of fuel.
- The project will prevent over 3,500 tonnes of emissions per year. This is equivalent to the impact of 90,000 tree seedlings growing for 10 years.

Funding

- Currently more \$10.5 million in the City of Greater Sudbury account for this extension project.
- In addition, approximately \$2.3 million being budgeted each year to cover remainder of City share (identified in the City's Capital Budget for the full five-year projection).



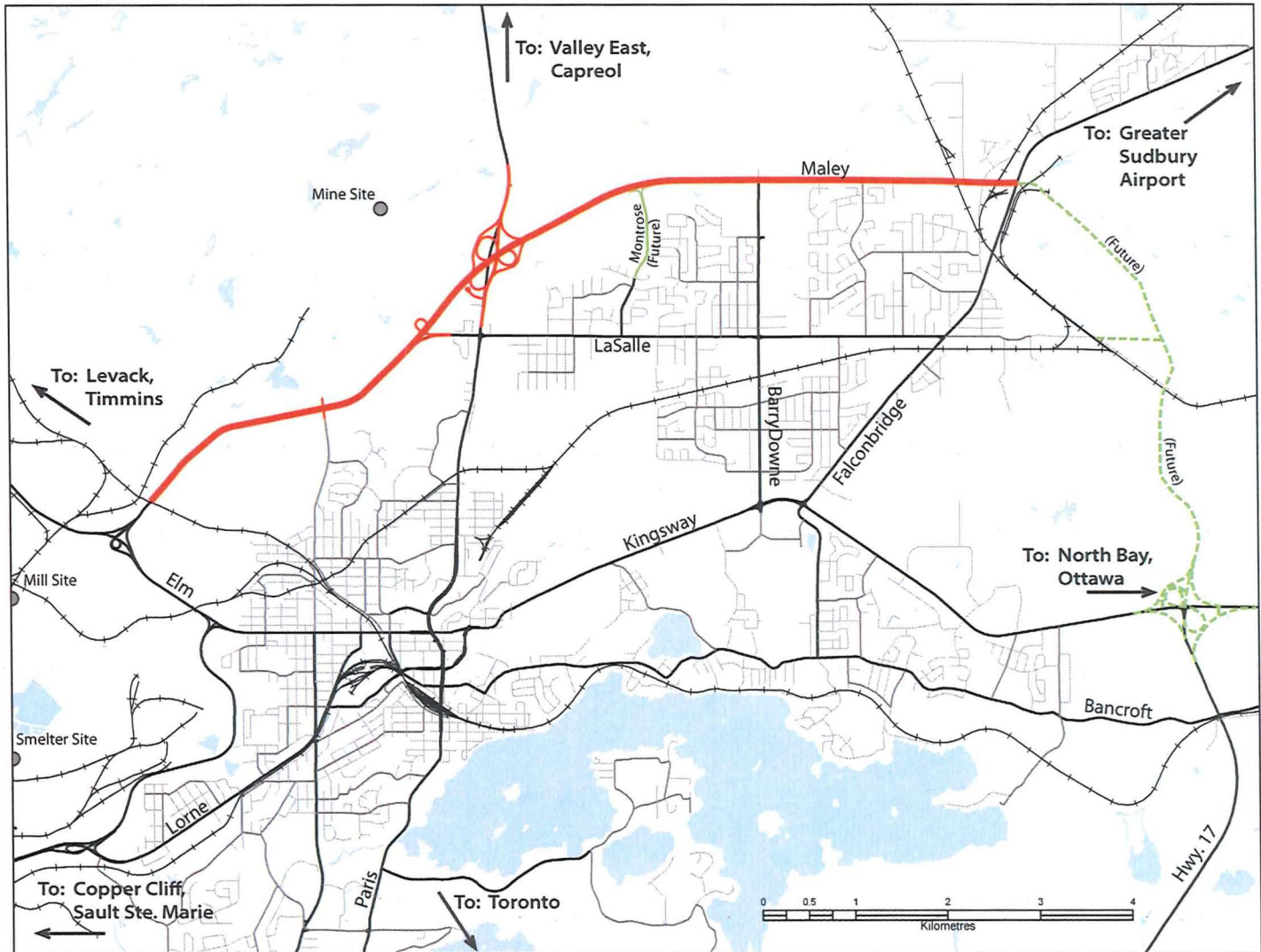
Greater | Grand
Sudbury

Building to Grow

Maley Drive Extension Overview



Proposed Maley Drive Expansion Project



Greater | Grand
Sudbury

4. Staff Report to Council, Wednesday April 29, 2009; regarding Building Canada application; including letter to Minister of Energy and Infrastructure, dated March 10, 2009; letter to Minister of Transport, Infrastructure and Communities, dated March 13, 2009; and letter to Minister of Community Safety and Correctional Services, dated March 13, 2009



Request for Decision Maley Drive Extension and Widening Project - Building Canada Application

Presented To: City Council
Presented: Wednesday, Apr 29, 2009
Report Date: Friday, Apr 03, 2009
Type: Managers' Reports

[show/hide decisions](#)

Decisions
<p>Whereas Greater Sudbury suffers from a substantial infrastructure deficit and growing congestion along its key arterial roads system;</p> <p>Whereas the efficient flow of traffic on the arterial road system is critical to industry, commerce and the quality of life in Greater Sudbury;</p> <p>Whereas the Transportation Study prepared in conjunction with the City's new Official Plan confirmed the Maley Drive extension as the most important road network need;</p> <p>Whereas the City and the previous regional municipality have invested more than \$1M to maintain the construction-ready status of this project;</p> <p>Whereas the Maley Drive extension would create jobs and improve mobility, efficiency, safety and environmental sustainability consistent with the Building Canada Fund program; Therefore, be it resolved that Council supports and will fund the Maley Drive Extension project, and directs staff to submit the Maley Drive Extension Project Proposal to the Building Canada Fund.</p>

Recommendation

Whereas Greater Sudbury suffers from a substantial infrastructure deficit and growing congestion along its key arterial roads system;

Whereas the efficient flow of traffic on the arterial road system is critical to industry, commerce and the quality of life in Greater Sudbury;

Whereas the Transportation Study prepared in conjunction with the City's new Official Plan confirmed the Maley Drive extension as the most important road network need;

Whereas the City and the previous regional municipality have invested more than \$1M to maintain the construction-ready status of this project;

Signed By
<p>Report Prepared By Greg Clausen General Manager of Infrastructure Services <i>Digitally Signed Apr 23, 09</i></p> <p>Recommended by the Department Greg Clausen General Manager of Infrastructure Services</p>

Whereas the Maley Drive extension would create jobs and improve mobility, efficiency, safety and environmental sustainability consistent with the Building Canada Fund program; Therefore, be it resolved that Council supports and will fund the Maley Drive Extension project, and directs staff to submit the Maley Drive Extension Project Proposal to the Building Canada Fund.

Digitally Signed Apr 23, 09

Recommended by the C.A.O.

Doug Nadorozny
Acting Chief Administrative
Officer

Digitally Signed Apr 23, 09

Finance Implications

If the project is approved by senior levels of government, the City's one-third share, plus certain ineligible costs would be approximately \$41 million. Council had previously approved a total of \$5.7 million from the 2008 to 2012 capital budgets. It is anticipated that the remainder of \$35 million would be debt financed. Based on a 20 year repayment schedule, at 5% interest rate, the annual debt payment would be approximately \$2.8 million. Funding sources for the debt repayment include, but not limited to, a future capital levy, allocation from the roads capital envelopes, fees collected from development charges. A detailed report outlining funding options will be provided for Council approval, once the Maley Drive project is approved by the senior levels of government.

BACKGROUND

At the Finance Committee meeting of Thursday, February 19, 2009, Council agreed that the Maley Drive Extension Project be submitted to the Federal and Provincial governments under the Major Infrastructure Component of the Building Canada Plan.

Council also authorized staff to enter into discussions with both the Federal and Provincial Governments to obtain additional information regarding the application process under the Major Infrastructure Component of the Building Canada Plan.

On March 10 and March 13, 2009, the Mayor forwarded introductory letters to both the Federal and Provincial Ministers expressing the critical need for the Maley Drive Project and the City's desire to proceed with this project under the Building Canada Plan. Copies of the letters are attached.

Mayor Rodriguez and several senior staff subsequently met with Ministers Tony Clement and George Smitherman in Ottawa and later with Senior Provincial Staff in Toronto to introduce the Maley Drive Project.

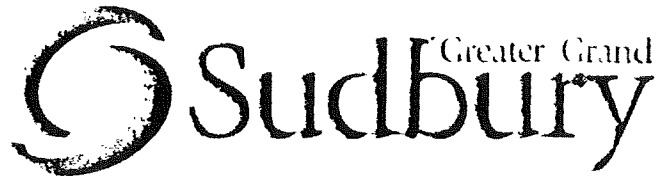
Senior staff from both levels of government recommend that the City submit a detailed Project Proposal to both the Federal and Provincial Ministries responsible for the Building Canada Plan describing in detail the challenge, the solution, benefits, the business case and recommended funding.

It was also suggested that the Project Proposal be supported with a resolution of Council confirming Council's commitment to fund their share of the project cost.

Supporting Documents

1. [Maley Drive Project Proposal](#) (pdf)

John Rodriguez



CITY OF GREATER SUDBURY

MAR 10 2009

GENERAL MANAGER INFRASTRUCTURE SERVICES

March 10, 2009

The Honourable George Smitherman
Minister of Energy and Infrastructure
Hearst Block
4th Floor
900 Bay Street
Toronto ON M7A 2E1

Dear Minister Smitherman:

RE: Building Canada Plan Funding

The City of Greater Sudbury has since 2004 identified that our number one priority for infrastructure renewal is roads and applications for previous Federal/Provincial funding programs has reflected that priority.

Transportation Studies done in 1992 and reconfirmed in 2005, have identified a critical need for a new east-west arterial link across the north end of the City referred to as the Maley Drive widening and extension project. This project includes over 12 kilometres of upgrades and new construction, with interchanges to provide a safer, more efficient link across the City.

The City has spent and committed over \$5 Million from our 2008 and 2009 Capital Roads budgets to move this project forward and is appealing to the Federal and Provincial Governments for financial assistance to complete this essential road link.

The Maley Drive Project will reduce traffic volumes on our two main east west corridors by up to 30 percent. This traffic includes a significant amount of commercial and industrial heavy truck traffic which creates significant hazards for those who reside along these roads and use these roadways.

The changes in traffic patterns that will result from the construction of this road will result in savings on maintenance and rehabilitation of our existing infrastructure and provide a safer road network for all users. It will also provide significant energy savings to its users and result in a reduction of carbon dioxide emissions. Transportation cost savings in time and money for users of this alternate route will improve their economic competencies and encourage investment opportunities.

City Council has directed staff to submit an application under the Building Canada Plan for financial assistance as part of a program of renewal and improvement to our road infrastructure network. The City will submit a formal application by April and respectfully requests that as a local priority, it will receive favorable consideration for funding.

City of Greater Sudbury
100 Dundas Street East

City of Greater Sudbury
100 Dundas Street East
Sudbury, ON N3A 5Z5

City of Greater Sudbury
100 Dundas Street East
Sudbury, ON N3A 5Z5

313.2189
313.2189

www.greatersudbury.ca
www.greatersudbury.ca

This project has gone through the formal Class Environmental process and detailed design is in progress. Some field construction work could commence in late 2009 should the City receive the necessary financial support.

I would be pleased to meet with you and your staff to discuss this project in greater detail. If you require additional information and/or elaboration on any item contained herein, please give me a call.

Thank you in advance for your time and consideration.

Yours sincerely,

A handwritten signature in black ink, appearing to read "John Rodriguez", written over a horizontal line.

John Rodriguez
Mayor

Attachment

cc: Bill Hughes, Co-Chair, Infrastructure Framework Committee
City of Greater Sudbury Council Members
Doug Nadorozny, Acting Chief Administrative Officer
Greg Clausen, General Manager, Infrastructure Services
Lorella Hayes, Chief Financial Officer

John Rodriguez
City Manager
City of Greater Sudbury
1000 Wellington Street West



March 13, 2009

The Honourable John Baird
Minister of Transport, Infrastructure and Communities
Tower C – 330 Sparks Street
Ottawa ON K1A 0N5

City of Greater Sudbury
Ville de Grand Sudbury

1000 Wellington St. W.
Sudbury, ON N3A 4Z5

709-945-3100
709-945-3101
Sudbury, ON N3A 4Z5

709-945-3100
709-945-3101

www.greatersudbury.ca
www.grandsudbury.ca

Dear Minister Baird:

**RE: Building Canada Plan Funding
Maley Drive Project**

The City of Greater Sudbury has since 2004 identified that our number one priority for infrastructure renewal is roads and applications for previous Federal/Provincial funding programs has reflected that priority.

Transportation Studies done in 1992 and reconfirmed in 2005, have identified a critical need for a new east-west arterial link across the north end of the City referred to as the Maley Drive widening and extension project. This project includes over 12 kilometres of upgrades and new construction, with interchanges to provide a safer, more efficient link across the City.

The City has spent and committed over \$5 Million from our 2008 and 2009 Capital Roads budgets to move this project forward and is appealing to the Federal and Provincial Governments for financial assistance to complete this essential road link.

The Maley Drive Project will reduce traffic volumes on our two main east west corridors by up to 30 percent. This traffic includes a significant amount of commercial and industrial heavy truck traffic which creates significant hazards for those who reside along these roads and use these roadways.

The changes in traffic patterns that will result from the construction of this road will result in savings on maintenance and rehabilitation of our existing infrastructure and provide a safer road network for all users. It will also provide significant energy savings to its users and result in a reduction of carbon dioxide emissions. Transportation cost savings in time and money for users of this alternate route will improve their economic competencies and encourage investment opportunities.

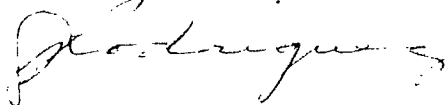
City Council has directed staff to submit an application for funding through the Major Infrastructure component of the Building Canada Plan for financial assistance as part of a program of renewal and improvement to our road infrastructure network. The estimated cost of this project is \$115 million. The City will submit a formal application by April and respectfully requests that as a local priority, it will receive favorable consideration for funding.

This project has gone through the formal Class Environmental process and detailed design is in progress. Some field construction work could commence in late 2009 should the City receive the necessary financial support.

I would be pleased to meet with you and your staff to discuss this project in greater detail. If you require additional information and/or elaboration on any item contained herein, please give me a call.

Thank you in advance for your time and consideration.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "John Rodriguez".

John Rodriguez
Mayor

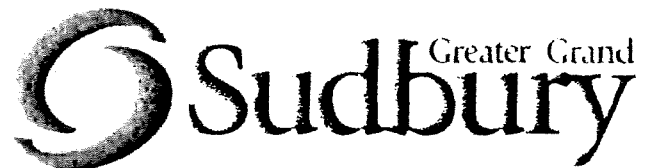
Attachment

cc: John Forster, Assistant Deputy Minister, Infrastructure Canada and Co-chair
Infrastructure Framework Committee
City of Greater Sudbury Council Members
Doug Nadorozny, Acting Chief Administrative Officer
✓ Greg Clausen, General Manager, Infrastructure Services
Lorella Hayes, Chief Financial Officer

John Rodriguez

Mayor

City of Greater Sudbury



March 13, 2009

The Honourable Rick Bartolucci
Minister of Community Safety and Correctional Services
MPP Sudbury
302 - 93 Cedar Street
Sudbury ON P3E 1A7

City of Greater Sudbury
100 Adelaide Street East
Sudbury, ON P3A 6P1

302 - 93 CEDAR STREET
SUDBURY ON P3E 1A7

302 - 93 CEDAR STREET
SUDBURY ON P3E 1A7

905.671.2489
905.671.0906

www.greatersudbury.ca
www.grand.sudbury.ca


Dear Minister Bartolucci:

**RE: Building Canada Plan Funding
Maley Drive Project**

The City of Greater Sudbury has since 2004 identified that our number one priority for infrastructure renewal is roads and applications for previous Federal/Provincial funding programs has reflected that priority.

Transportation Studies done in 1992 and reconfirmed in 2005, have identified a critical need for a new east-west arterial link across the north end of the City referred to as the Maley Drive widening and extension project. This project includes over 12 kilometres of upgrades and new construction, with interchanges to provide a safer, more efficient link across the City.

The City has spent and committed over \$5 Million from our 2008 and 2009 Capital Roads budgets to move this project forward and is appealing to the Federal and Provincial Governments for financial assistance to complete this essential road link.

The Maley Drive Project will reduce traffic volumes on our two main east west corridors by up to 30 percent. This traffic includes a significant amount of commercial and industrial heavy truck traffic which creates significant hazards for those who reside along these roads and use these roadways.

The changes in traffic patterns that will result from the construction of this road will result in savings on maintenance and rehabilitation of our existing infrastructure and provide a safer road network for all users. It will also provide significant energy savings to its users and result in a reduction of carbon dioxide emissions. Transportation cost savings in time and money for users of this alternate route will improve their economic competencies and encourage investment opportunities.

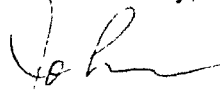
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This project has gone through the formal Class Environmental process and detailed design is in progress. Some field construction work could commence in late 2009 should the City receive the necessary financial support.

I would be pleased to meet with you and your staff to discuss this project in greater detail. If you require additional information and/or elaboration on any item contained herein, please give me a call.

Thank you in advance for your time and consideration.

Yours sincerely,



John Rodriguez
Mayor

Attachment

cc: City Council
Doug Nadorozny, Acting Chief Administrative Officer
Greg Clausen, General Manager, Infrastructure Services
Lorella Hayes, Chief Financial Officer

5. Staff Report to Council, Wednesday January 12, 2011, regarding Build Canada Program



Request for Decision Maley Drive Extension Project

Presented To: City Council

Presented: Wednesday, Jan 12, 2011

Report Date: Thursday, Jan 06, 2011

Type: Routine Management Reports

[show/hide decisions](#)

Decisions

Report dated January 6, 2011 was received from the General Manager of Infrastructure Services regarding Maley Drive Extension Project.

2011-23 Dupuis-Dutrisac: THAT Council confirm that the Maley Drive Extension Project be identified as the number 1 priority project for Provincial and/or Federal infrastructure funding as part of the Build Canada Program.

CARRIED

Recommendation

Therefore be it resolved that Council confirms that the Maley Drive Extension Project be identified as the No. 1 priority project for Provincial and/or Federal infrastructure funding as part of the Build Canada Program.

Finance Implications

The estimated construction cost for the Maley Drive Extension as presented in February 2009 is \$115 million.

Background

The Transportation Studies completed in 1992 and reconfirmed in 2005, have identified a critical need for a new east-west arterial link across the north end of the City referred to as the Maley Drive Extension Project. This project includes over 12 kilometres of upgrades and new construction, with two major interchanges to provide a safer,

Signed By

Report Prepared By

Robert Falcioni
Director of Roads and
Transportation Services
Digitally Signed Jan 6, 11

Recommended by the Department

Greg Clausen
General Manager of
Infrastructure Services
Digitally Signed Jan 6, 11

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Jan 6, 11

more efficient link across the City.

The Maley Drive Extension Project will reduce traffic volumes on our two main east-west corridors ie. LaSalle Boulevard and The Kingsway by up to thirty percent (30%). This traffic includes a significant amount of commercial and industrial heavy truck traffic which creates significant hazards for both those who reside along these roads and use these roadways and existing commercial businesses.

The changes in traffic patterns that will result from the construction of Maley Drive will result in savings on maintenance and rehabilitation of our existing infrastructure and provide a safer road network for all users. It will also provide significant energy savings to its users and result in a reduction of carbon dioxide emissions. Transportation cost savings in time and money for users of this alternate route will improve their economic competencies and encourage investment opportunities.

In May 2006, City Council passed CGS Council Resolution #2006-644 that the Maley Drive Extension Project was identified as a priority for Federal and Provincial infrastructure funding. The resolution read as follows:

“Whereas Maley Drive Extension has been identified as a priority for new road construction and envisaged in the Official Plan as part of the proposed major road network;

Whereas this project was not funded under the recent COMRIF application;

Whereas there is significant traffic volumes, especially slurry trucks, on Lasalle Boulevard, creating a traffic hazard for those who reside and use Lasalle Boulevard;

Whereas these heavy vehicles cause considerably more damage on our roads than our commuter traffic;

Whereas the Maley Drive Extension would relieve traffic congestion along Notre Dame Avenue at Lasalle Boulevard and the growing congestion on Lasalle Boulevard;

Therefore be it resolved that the Maley Drive Extension Project be identified as a priority for federal and/or provincial infrastructure funding.”

Presentations were made to Council as part of the Strategic Priorities meeting on October 15, 2008, and at the February 11, 2009, Council meeting, outlining the details, costs and benefits of the project. Council identified this project, at the February 19, 2009, Finance Committee meeting as the City's submission to the Building Canada Fund for financial support from the Federal and Provincial levels of government.

A detailed application was prepared and submitted on May 19, 2009. The Mayor and senior City staff have had regular meetings with both Provincial and Federal politicians and staff advocating support and approval of this project. Supplementary information packages have also been provided when requested.

The City has spent and committed over \$5 Million Dollars from the 2008 and 2009 Capital Roads Budgets to move this project forward and prepare detailed engineering and tender documents in preparation for a contract call for construction as soon as Provincial and Federal funding approvals are received. The current design and construction schedules anticipate that this entire project could be completed by December 31, 2014 as required by Build Canada.

To assist the Mayor and Council and senior staff in continuing to strenuously advocate for approval of this project, it has been requested that a resolution from the new City Council supporting the Maley Drive Extension Project as the City's No. 1 project for Build Canada funding be obtained.

Therefore, be it resolved that Council confirm that the Maley Drive Extension Project be identified as

the No. 1 priority project for Provincial and Federal funding as part of the Build Canada Program.

6. Staff Report to Council, August 14, 2012, regarding application for Phased funding of Maley Drive, including copy of presentation materials



Request for Decision Maley Drive Cost Phasing Alternatives

Presented To: City Council

Presented: Tuesday, Aug 14, 2012

Report Date: Wednesday, Aug 08, 2012

Type: Managers' Reports

[show/hide decisions](#)

Decisions

Report dated August 8, 2012 was received from the General Manager of Infrastructure Services regarding Maley Drive Cost Phasing Alternatives.

David Shelsted, Director of Roads & Transportation Services, provided an electronic presentation a three part construction cost estimate for the Maley Drive Extension and Widening Project.

At 4:21 p.m., Councillor Dutrisac departed.

The following motion was presented:

CC2012-289 Barbeau/Berthiaume: WHEREAS Maley Drive Extension has been identified as a priority for new road construction and envisaged in the Official Plan as part of the proposed major road network;

AND WHEREAS the local mining industry has announced potential investment of over \$6 billion dollars in new and expansion projects;

AND WHEREAS there are significant traffic volumes, especially heavy mining vehicles, on LaSalle Boulevard, M.R. 84, M.R. 80, and M.R. 15, creating a traffic hazard for those who reside and travel on these roads;

AND WHEREAS these heavy vehicles cause considerably more damage on our roads than our commuter traffic;

AND WHEREAS the Maley Drive Extension will relieve traffic congestion on LaSalle Boulevard and provide an alternative route to other roads;

AND WHEREAS Council of the City of Greater Sudbury has confirmed that the entirety of the Maley Drive Extension Project be identified as the Number One priority project for Provincial

and/or Federal infrastructure funding as part of the Building Canada Fund as outlined in the report dated August 8, 2012 from the General Manager of Infrastructure Services;

THEREFORE BE IT RESOLVED THAT the Mayor and staff continue to pursue senior levels of government for funding to support the entire project and staff prepare additional applications for phased funding.

CARRIED

Recommendation

Whereas Maley Drive Extension has been identified as a priority for new road construction and envisaged in the Official Plan as part of the proposed major road network;

Whereas the local mining industry has announced potential investment of over \$6 billion dollars in new and expansion projects;

Whereas there are significant traffic volumes, especially heavy mining vehicles, on LaSalle Boulevard, M.R. 84, M.R. 80, and M.R. 15, creating a traffic hazard for those who reside and travel on these roads;

Whereas these heavy vehicles cause considerably more damage on our roads than our commuter traffic;

Whereas the Maley Drive Extension will relieve traffic congestion on LaSalle Boulevard and provide an alternative route to other roads;

Whereas Council has confirmed that the entirety of the Maley Drive Extension Project be identified as the Number One priority project for Provincial and/or Federal infrastructure funding as part of the Building Canada Fund as outlined in the report dated August 8, 2012, prepared by the General Manager of Infrastructure Services;

Therefore be it resolved that the Mayor and staff continue to pursue senior levels of government for funding to support the entire project and staff prepare additional applications for phased funding.

Signed By

Report Prepared By

David Shelsted
Director of Roads &
Transportation Services
Digitally Signed Aug 8, 12

Division Review

David Shelsted
Director of Roads &
Transportation Services
Digitally Signed Aug 8, 12

Recommended by the Department

Tony Cecutti
General Manager of
Infrastructure Services
Digitally Signed Aug 8, 12

Recommended by the C.A.O.

Doug Nadorozny
Chief Administrative Officer
Digitally Signed Aug 9, 12

Finance Implications

The estimated construction cost for the Maley Drive Extension as presented in August 2012 is \$129 million dollars.

The City has committed funding from the Capital Roads Budget since 2008 as it's share of the project.

Background

The Transportation Studies completed in 1992 and reconfirmed in 2005, have identified a critical need for a new east-west arterial link across the north end of the City referred to as the Maley Drive Extension Project. This project includes over 12 kilometres of upgrades and new construction, with two major interchanges to provide a safer, more efficient link across the City.

The Maley Drive Extension Project will reduce traffic volumes on our two main east-west corridors, LaSalle Boulevard and the Kingsway, by up to thirty percent (30%). This traffic includes a significant amount of commercial and industrial heavy truck traffic which creates significant hazards for both those who reside along these roads and use these roadways and existing commercial businesses.

The changes in traffic patterns that will result from the construction of Maley Drive Extension will result in savings on maintenance and rehabilitation of our existing infrastructure and provide a safer road network for all users. It will also provide significant energy savings to its users and result in a reduction of carbon dioxide emissions. Transportation cost savings in time and money for users of this alternate route will improve their economic competencies and encourage investment opportunities.

The Maley Drive Extension will cost an estimated \$129 million dollars. Construction is expected to be over a four year period, from the Spring of 2013 to the Fall of 2016 and costs are broken down as follows:

	Construction Limits/Details	Construction Cost (\$)	Construction Period
Part 1	M.R. 35 to Lasalle Blvd.	\$13 Million	Spring 2013 to Summer 2014
Part 2	Lasalle Blvd. to Barry Downe Rd.	\$54 Million	Summer 2013 to Fall 2015
Part 3	Barry Downe Rd. to Falconbridge Rd.	\$26 Million	Summer 2015 to Fall 2016
Other	Engineering (includes design, inspection & contract administration)	\$8 Million	
	Utility Relocations	\$6 Million	

Hydro One Relocations/Modifications	\$15 Million
Property Acquisition	\$7 Million

The cost estimate has increased \$15 million dollars since 2009. The majority of the increase (\$10 million dollars) is for the Hydro One tower relocation and modifications to the Martindale Transformer Station at the east end of the project. City Staff and the Consultant continue to meet with Hydro One to reduce this cost. The remainder of the cost variance is attributed to scope modifications and inflation.

The construction period for this project is expected to be four years. This extended period will allow the City and its funding partners to budget their contributions over this period.

A detailed application for the Building Canada Fund was prepared and submitted on May 19, 2009. The Mayor and Senior City Staff have had regular meetings with both Provincial and Federal politicians and staff advocating support and approval of this project. Supplementary information packages have also been provided when requested.

Supporting Documents

- [1. Presentation - Maley Drive Cost Phasing Alternatives \(pdf\)](#)

MALEY DRIVE EXTENSION AND WIDENING PROJECT

Presented by:
David Shelsted, MBA, P.Eng.
Director of Roads and Transportation Services

August 2012



MALEY DRIVE EXTENSION AND WIDENING PROJECT

Project Estimate – 3 Parts (July 2012):

Construction Costs:

Part 1:	\$ 13 M
Part 2:	\$ 54 M
Part 3:	\$ 26 M
Sub-Total:	\$ 93 M

Associated Costs:

Engineering:	\$ 8 M
Utility Relocations:	\$ 6 M
Hydro One:	\$ 15 M
Property Acquisition:	\$ 7 M
Sub-Total:	\$ 36 M

Total Estimated Project Cost = \$ 129 Million



BENEFITS OF MALEY DRIVE EXTENSION AND WIDENING PROJECT

- Reduce traffic on LaSalle and the Kingsway
- Reduce conflicts between truck and auto traffic
- Reduce pavement degradation on LaSalle and the Kingsway
- Improve travel time and fuel consumption



ADVANTAGES/DISADVANTAGES OF PHASING THE MALEY DRIVE EXTENSION AND WIDENING PROJECT

ADVANTAGES

- Lower initial capital outlay
- Start realizing some of the benefits of the Maley Drive extension



ADVANTAGES/DISADVANTAGES OF PHASING THE MALEY DRIVE EXTENSION AND WIDENING PROJECT

DISADVANTAGES

- Additional cost for connections and lane transitions to existing roads
- Additional costs for cut/fill materials
- Poor condition of existing Maley Drive
- Projected traffic demand warrants four lanes
- Entire project is required to achieve full benefits

RECOMMENDATION

Mayor and staff continue to pursue senior levels of government for funding to support the entire project and staff prepare additional applications for phased funding



MALEY DRIVE EXTENSION AND WIDENING PROJECT

QUESTIONS?

