



May 17th, 2021

JDE Project 20113

TULLOCH Engineering Inc.

1942 Regent Street – Unit L
Sudbury, ON P3E 5V5

**RE: Traffic Impact Study Addendum
Rintala Quarry, City of Greater Sudbury**

JD Northcote Engineering Inc. [JD Engineering] is pleased to provide the following addendum letter in support of the proposed development located at 787 Municipal Road 4 (Fairbank Lake Road) in the City of Greater Sudbury.

1.0 BACKGROUND

JD Engineering prepared a traffic impact study for the proposed Rintala Pit and Quarry on a site located at 787 Municipal Road 4 (Fairbank Lake Road) in the City of Greater Sudbury (dated December 15th, 2020). This letter is intended as an addendum to the TIS, to address the City comments provided in the May 5th, 2021 email (File 751-8-21-01, Regional Road. 4. Whitefish). Excerpts of the 1st Submission Comments are provided in the **Appendix**.

2.0 COMMENT #1

On page 15 of the traffic impact study it is indicated that the determination of the need for turn lanes was done through Synchro analysis. We will require the study to use MTO turning lane warrants for that analysis.

An analysis was completed for left turn movements at the Fairbank Lake Road / Site Access intersection under the Total 2030 horizon year (worst-case scenario) based on the criteria outlined in Appendix 9A of the Ontario Ministry of Transportation Design Supplement for TAC Geometric Design Guide for Canadian Roads June 2017 [MTO DS].

Based on the above noted criteria a left-turn lane is not warranted at the study intersection (results provided in the **Appendix**).

3.0 COMMENT #2

On page 12 of the traffic impact study Table 4 shows 10 per cent of traffic coming from the west via Fairbank Lake Road. On page 16 under the Truck Haul Route Review it mentions a west route that uses Spanish River Road and continues outside the city boundary to Nairn Centre. We have concerns with this route since Spanish River Road is not a truck route.

As noted in the report, westbound traffic is expected to be relatively minimal traffic (10% of the sites total truck traffic, or 2 trips during the AM and PM peak hours), and as such, will have negligible impact to the



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local road network. Nevertheless, should the City deem appropriate, truck traffic can be restricted to the use Fairbank Lake Road to the east. The revised traffic distribution would have no appreciable effects to the study intersection operations.

4.0 COMMENT #3

On page 15 under Site Access the proposal is for a 21-metre driveway radius. That exceeds the maximum allowed radius, therefore we would need to see a truck turning template applied to show the need for the proposed driveway radius.

The minimum curb radius of the Site Access will be revised to conform to applicable City standards.

We trust you will find this submission acceptable. Should you have any questions or concerns, or require additional information in this regard, please contact our office.

Yours truly,
JD Northcote Engineering Inc.



John Northcote, P.Eng.
President

APPENDIX



Kevin Jarus, M.Pl., MCIP, RPP
Project Manager | Senior Land Use Planner
Sr. Associate

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Sudbury Office | www.TULLOCH.ca

From: Mauro Manzon <Mauro.Manzon@greatersudbury.ca>
Sent: May-05-21 2:44 PM
To: Kevin Jarus <kevin.jarus@tulloch.ca>
Subject: File 751-8-21-01, Regional Rd. 4, Whitefish

Warning! This message was sent from outside your organization and we are unable to verify the sender.

Hi Kevin,

Subject: File 751-8/21-01 (Rintala - Regional Road 4, Whitefish)

Transportation and Innovation Services Section have some questions/revisions concerning the Traffic Impact Study. Please see attached comments below.

The key contact is:

Ryan Purdy
Traffic and Transportation Engineering Analyst
Transportation and Innovation Services
P: (705) 674-4455 ext 3611

Thanks,
Mauro

Mauro Manzon, MPL, MCIP, RPP
Senior Planner
Development Approvals Section
Planning Services Division
City of Greater Sudbury

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e-mail : mauro.manzon@greatersudbury.ca

>>> Ryan Purdy 5/5/2021 1:17 PM >>>
Hi Mauro,

As per our discussion there are some concerns with the traffic impact study:

1. On page 15 of the traffic impact study it is indicated that the determination of the need for turn lanes was done through Synchro analysis. We will require the study to use MTO turning lane warrants for that analysis.
2. On page 12 of the traffic impact study Table 4 shows 10 per cent of traffic coming from the west via Fairbank Lake Road. On page 16 under the Truck Haul Route Review it mentions a west route that uses Spanish River Road and continues outside the city boundary to Nairn Centre. We have concerns with this route since Spanish River Road is not a truck route.

3. On page 15 under Site Access the proposal is for a 21 metre driveway radius. That exceeds the maximum allowed radius, therefore we would need to see a truck turning template applied to show the need for the proposed driveway radius.

In addition we would require the applicant apply for and receive a driveway permit.

If there are any questions please give me a call.

Ryan Purdy

Traffic and Transportation Engineering Analyst

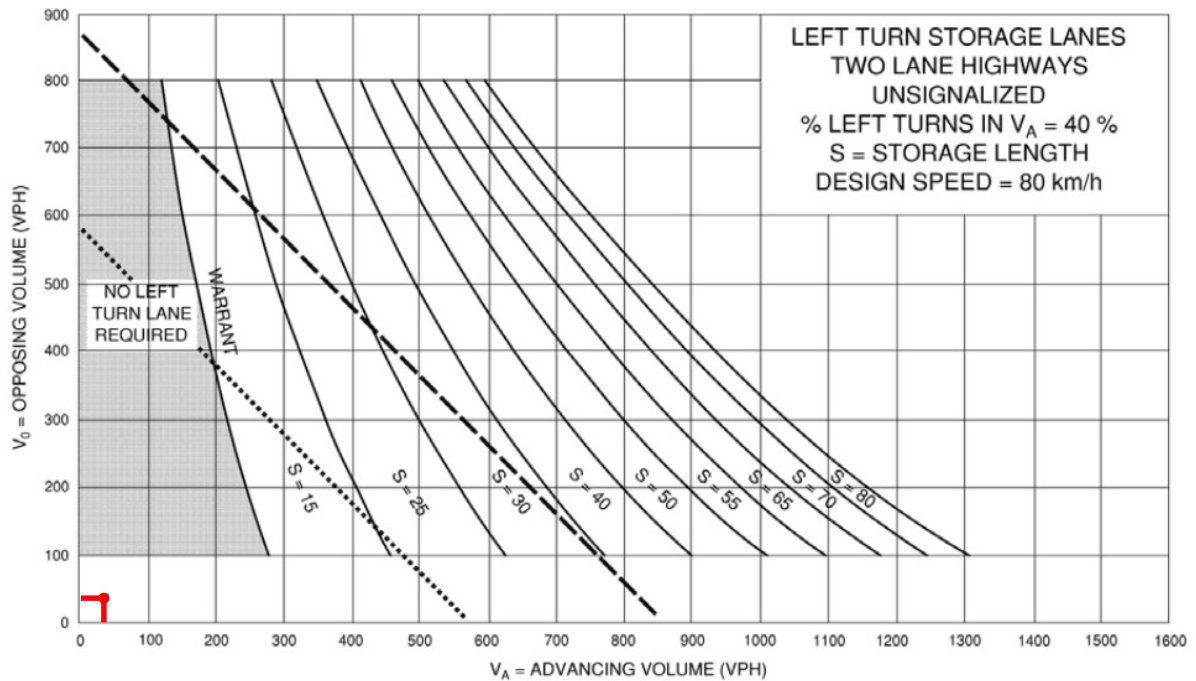
Transportation and Innovation Services

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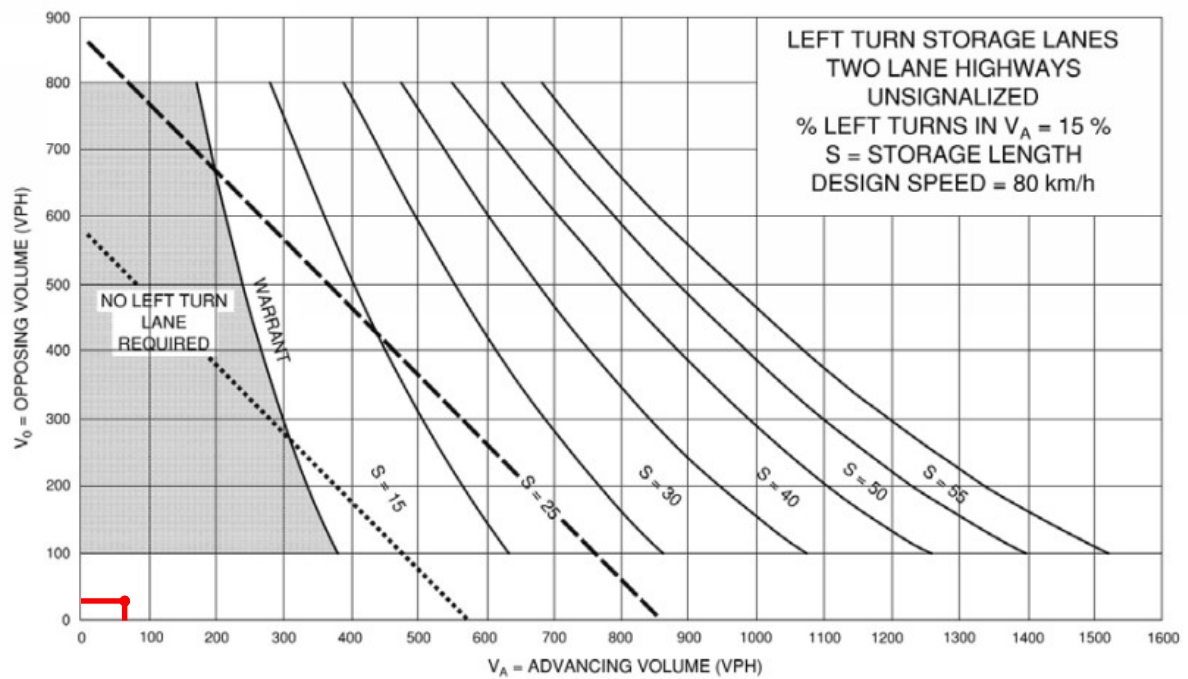
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Total (2030) AM Peak – WB on Fairbank Lake Road at Site Access



Total (2030) PM Peak – WB on Fairbank Lake Road at Site Access