



Municipalité de
RUSSELL
Township

Welcome

Public Information Centre

**Road Network Expansion, 417 Industrial Park,
Township of Russell**

Thursday, May 30th, 2024

6:00PM to 8:00PM

Council Chambers, Township of Russell Office,
717 Notre-Dame St, Embrun, ON K0A 1W1



LRL ENGINEERING



1

Please sign-in at the front entrance if you have not already done so.

2

Review the display material and feel free to discuss the study or any questions with the team representatives in attendance.

3

We value your feedback! Please fill in and drop off the Comment and Feedback form provided to you.

Please do not hesitate to let us know if you have any accessibility requirements, our team will be more than happy to help accommodate!



Purpose of the MCEA Process

- Assess the project area existing conditions and design alternatives
- Assessment of potential impacts related to technical, environmental, social & financial criteria
- Ensure design compliance with relevant regulatory agencies.

Purpose of Public Information Centre

- To present the proposed alternatives and design options,
- Answer questions and seek community feedback to help guide the road network expansion process.

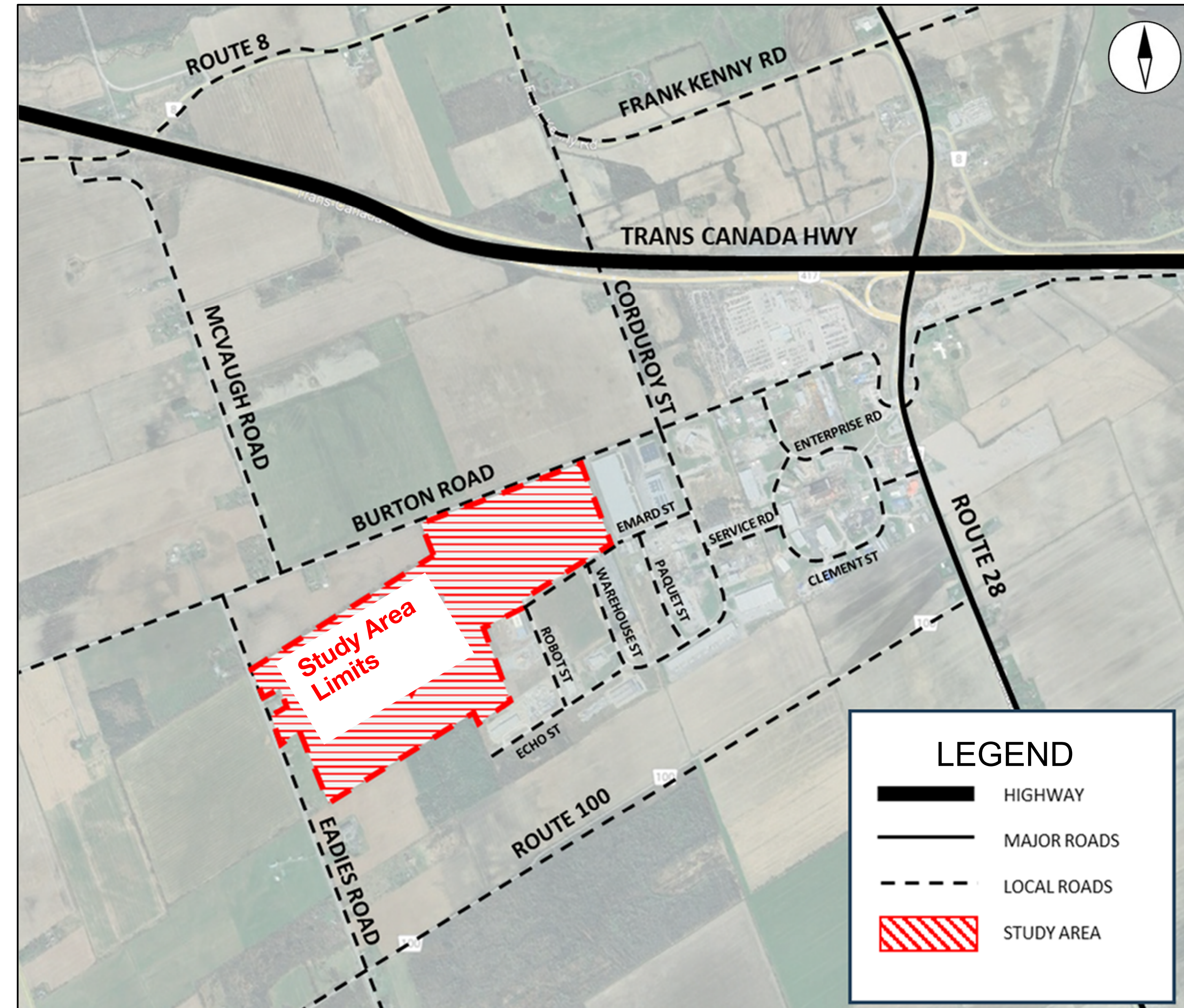
You will be able to review:

- Project Approach
- Planning Process & Overview of Ongoing & Future Applicable Studies
- Existing Conditions
- Evaluation Methodology
- Roadway Network Design Options
- Tentative Timelines
- Next Steps



The Corporation of the Township of Russell is initiating a **Schedule B Municipal Class Environmental Assessment (Class EA)** to review and study the proposed expansion of the road network within the Vars Industrial Park.

The road network expansion intends to provide access to subject lands, optimize new lot configuration and improve transportation efficiency to and within the park, all while considering existing conditions and constraints.

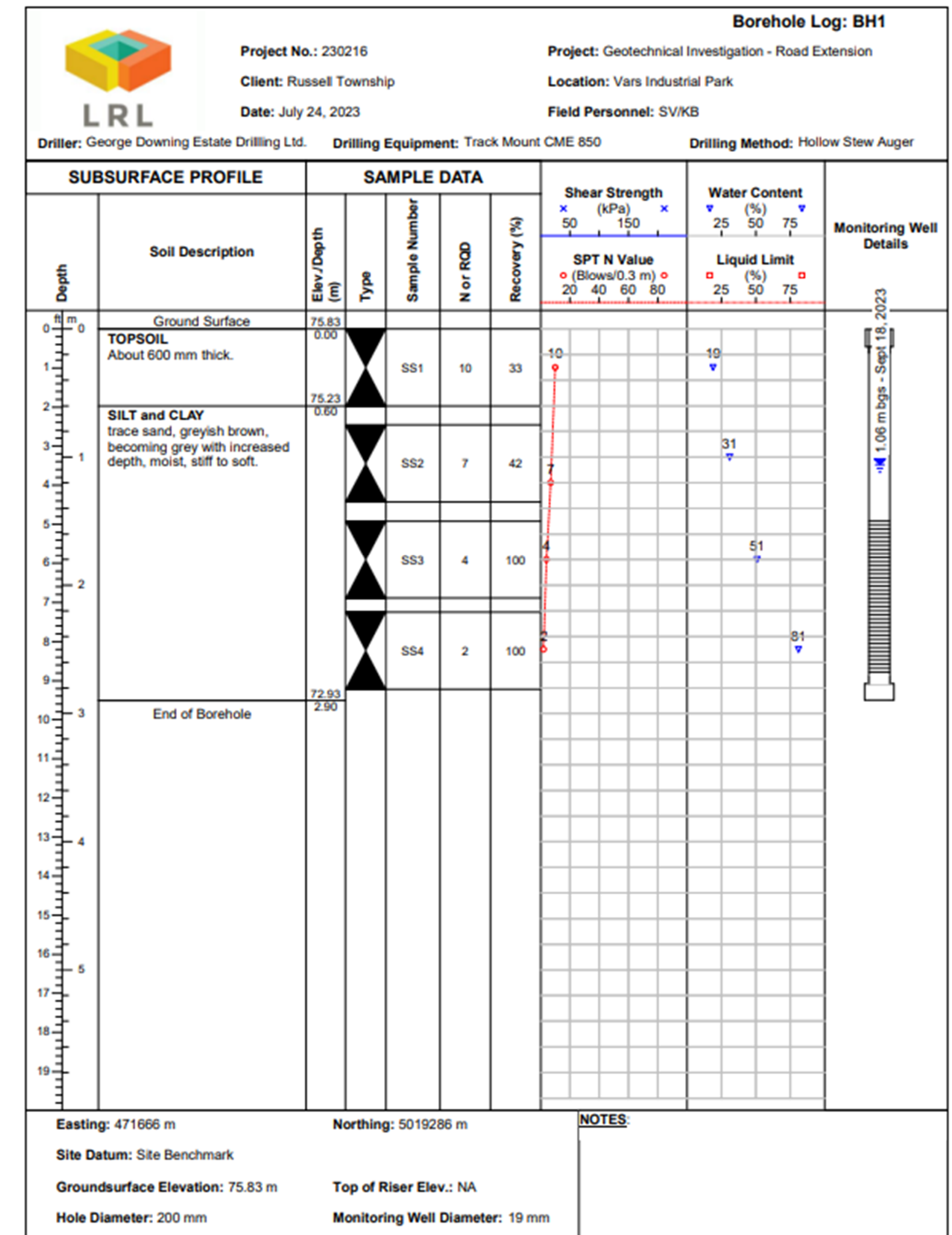


Study Area Limits



Within the study area limits, a Geotechnical Investigation has been initiated. The investigation will serve to provide;

- An assessment of the sub-surface soil properties and groundwater conditions of the overburden soils.
- A formulation of a recommendation for a robust subgrade capable of withstanding traffic and proposed pavement structure loads.
- Recommendations on excavation, geotechnical parameters, along with groundwater control for the installation of the proposed pavement structure.
- Insights on backfilling requirements and evaluating the suitability of on-site soils for backfilling purposes.



Sample Borehole Log from Site

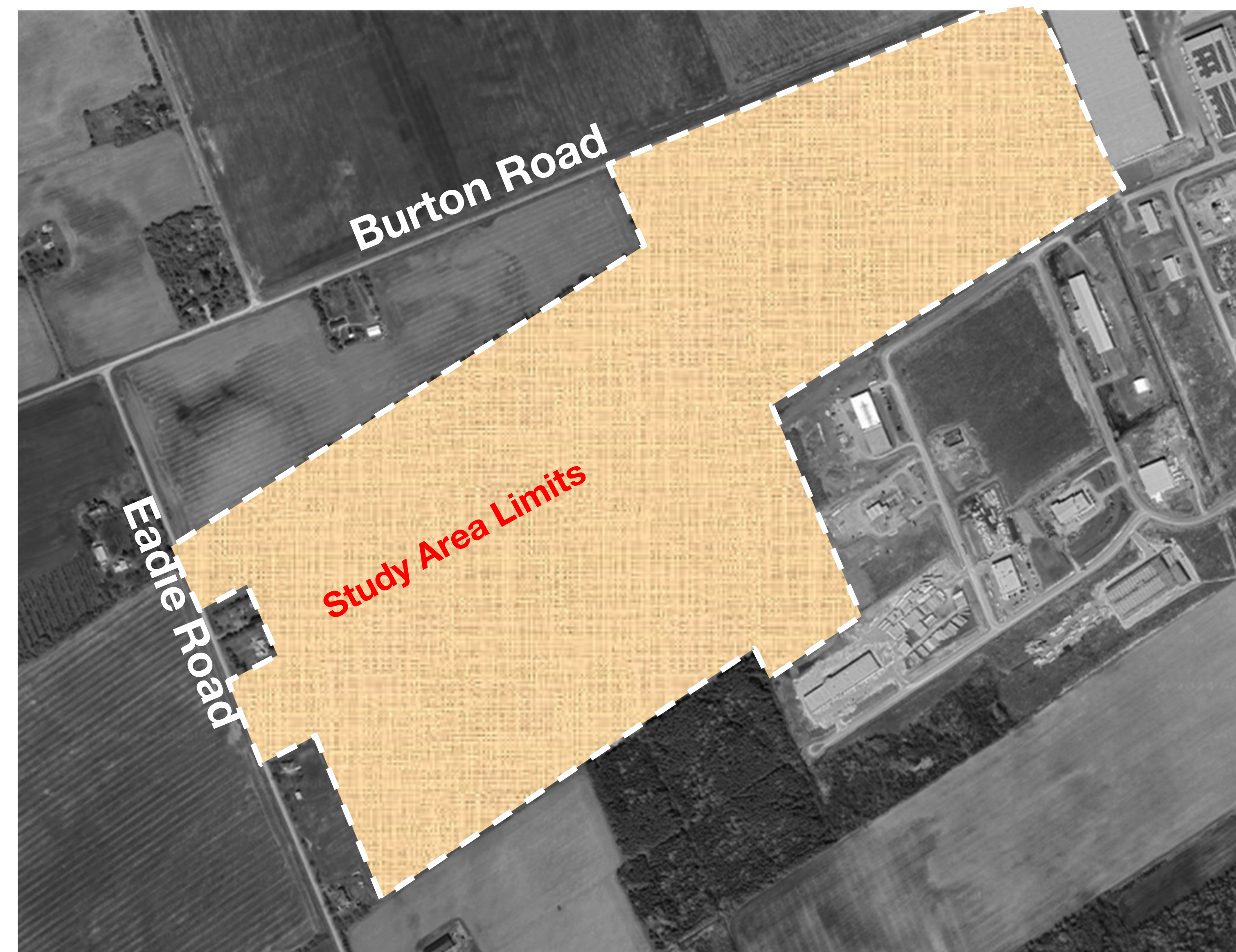




The Township is currently undertaking an archaeological assessment for the project area.

The Archaeological assessment will aim to identify, preserve and protect any findings on Cultural/Historical significance, if any within the study area limits.

The engaged archaeologists are currently progressing on the Stage 1 Archaeological Assessment. The Stage 1 study aims to determine if there are any known archaeological sites within the study area, and to assess the potential of the property(s) for archaeological resources.

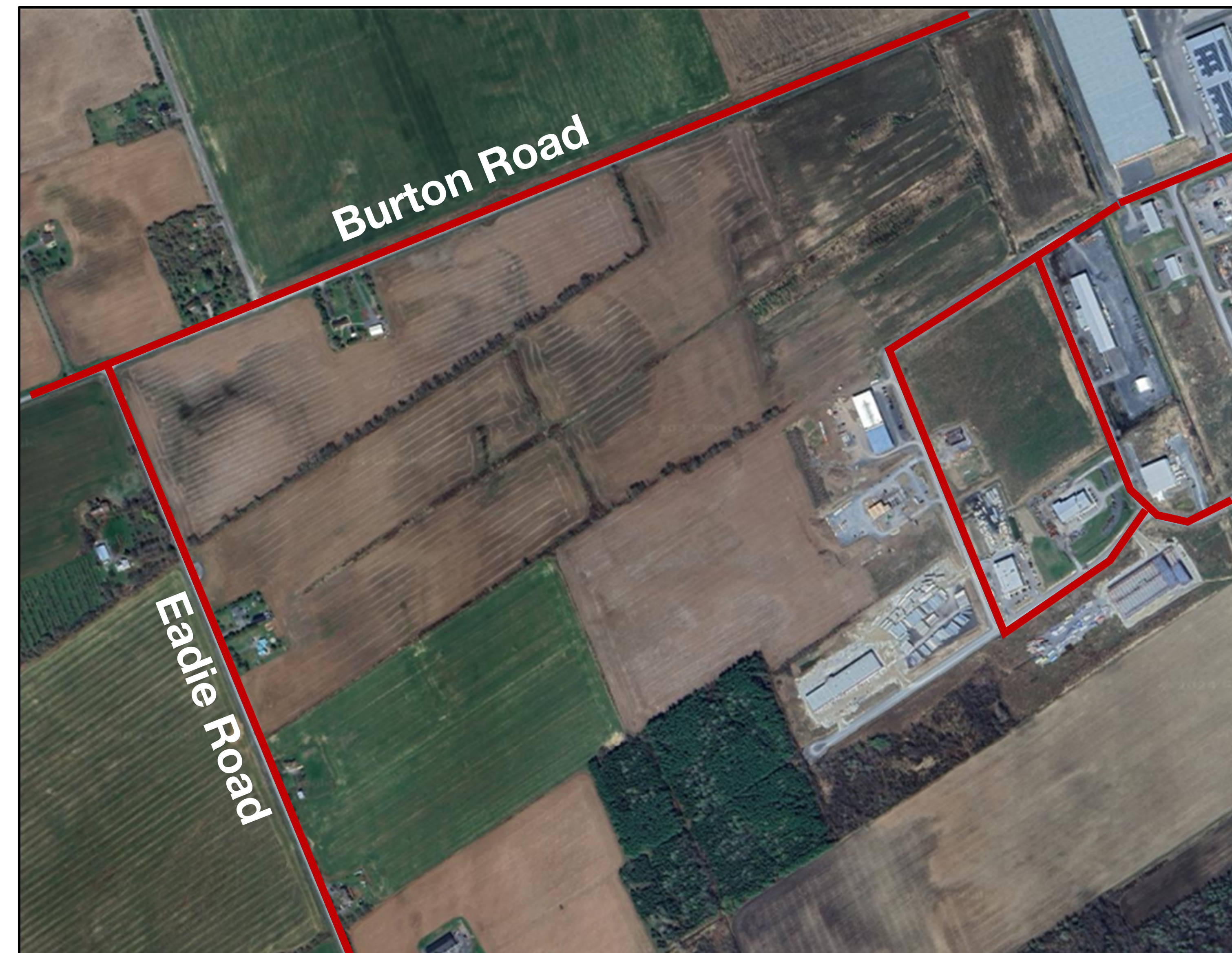




A Traffic Study will be conducted to model the expected traffic from Burton Road and Eadie Road for the project area (pending the preferred design alternative). Special emphasis will be given to :

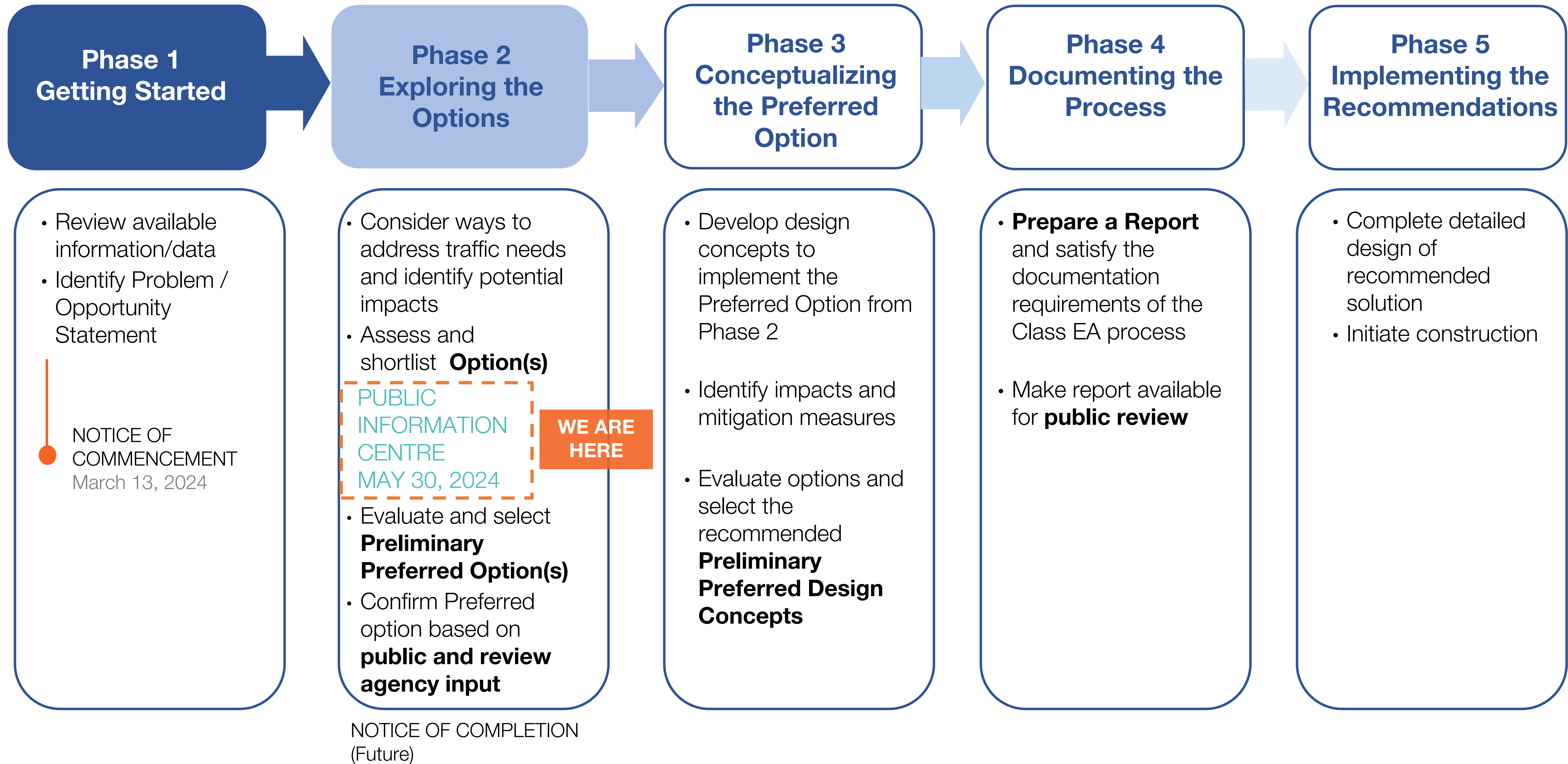
- Modelling the traffic volumes
- Simulating and analysing travel patterns
- Recommending mitigation measures for increased commercial/industrial vehicles.
- Integrating data in Municipal Transportation Master Plan

The Traffic analysis is anticipated to be completed in 2024.





Overview Of Activities Under The Class EA Process

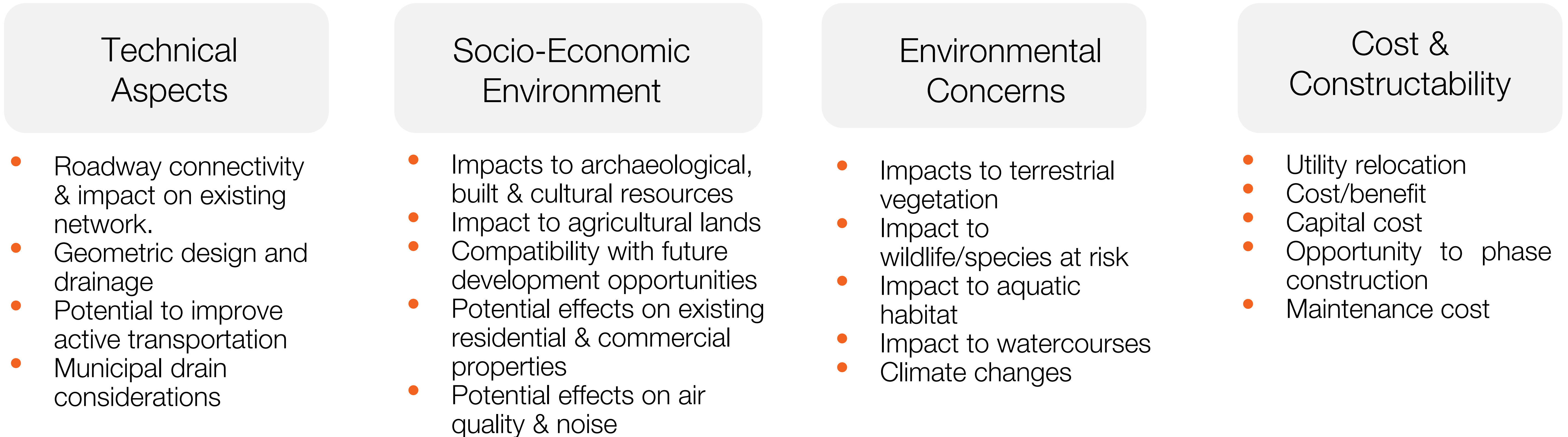


Phases 1 and 2 of the Class EA Process will be completed during initial stages. Projects identified as Exempt will proceed to implementation. Projects identified as Schedule B require filing of the Project File for public review. Projects identified as Schedule C will require completion of Phase 3 and 4 of the Class EA Process.





Road network design alternatives were assessed using the following criteria to ensure they effectively meet future transportation and servicing requirements while minimizing adverse impacts on the natural, cultural, social, and economic environment



Evaluation Criteria



Potential impacts are significant, implementation of substantial mitigation measures are required. Risk cannot be eliminated.



Potential impacts are major, implementation of extensive mitigation measures required to reduce/eliminate risks.



Potential impacts are moderate, implementation of many mitigation measures required to reduce/eliminate risks.



Potential impacts are minor and can be easily mitigated through implementation of standard mitigation measures.



Potential impacts are negligible, no mitigation required.

Least Preferred

Most Preferred





	Criteria/ Alternative	Rationale	Evaluation
Technical Aspects	Safety	Improved connectivity, traffic flow and regulation, continuous road alignment. Potential congestion on Emard St between Warehouse and Robot.	4
	Traffic Volume/Distribution	Two additional points of entry/exit promotes traffic distribution. Increase in volume of traffic within the industrial park.	4
	Connectivity	Provides access to both Eadie Road and Burton Road. Warehouse-Burton connection is close in proximity to the Corduroy-Burton connection.	4
	Geometric Design & Drainage	Simple geometric design, road and ditch can easily follow existing drainage patterns.	5
Socio Economic Aspects	Impact to surrounding properties	Emard-Eadie connection will increase flow of traffic on Eadie Road, added concerns with property owners in the vicinity of Eadie Road.	1
	Archaeological Impact	Being Evaluated	Being Evaluated
	Efficient Land Use	Simplistic road design leads to flexibility in overall park design and lot configuration, small lots on east of Warehouse Rd.	4
Environmental Aspects	Natural Environment Impact	Emard Street intersects with existing Municipal Drain branch, road construction will have a moderate impact to natural environment.	2
Cost & Constructability	Constructability	Simplistic geometric road layout design aides in buildability.	5
	Construction Cost	Shorter road length results in less construction costs for road.	4
Total			33



Option 1: Full length extension of Emard Street and Warehouse Street



	Criteria/ Alternative	Rationale	Evaluation
Technical Aspects	Safety	Improved connectivity, traffic flow and regulation, continuous road alignment.	5
	Traffic Volume/Distribution	Two additional points of entry/exit promotes traffic distribution. Increase in volume of traffic within the industrial park.	4
	Connectivity	Provides access to both Eadie Road and Burton Road.	5
	Geometric Design & Drainage	Simple geometric design, road and ditch can easily follow existing drainage patterns.	5
Socio Economic Aspects	Impact to surrounding properties	Emard-Eadie connection will increase flow of traffic on Eadie Road, added concerns with property owners in the vicinity of Eadie Road.	1
	Archaeological Impact	Being Evaluated	Being Evaluated
	Efficient Land Use	Simplistic road design leads to flexibility in overall park design and lot configuration.	4
Environmental Aspects	Natural Environment Impact	Emard Street intersects with existing Municipal Drain branch, road construction will have a moderate impact to natural environment.	2
Cost & Constructability	Constructability	Simplistic geometric road layout design aides in buildability.	5
	Construction Cost	Shorter road length results in less construction costs for road.	4
Total			35



Option 2: Full length extension of Emard Street and Robot Street



	Criteria/ Alternative	Rationale	Evaluation
Technical Aspects	Safety	Poor connectivity, increased traffic flow through Robot Street, no continuity through Emard Street.	2
	Traffic Volume/Distribution	Single point of entry/exit limits traffic distribution, increased volume within cul-de-sac.	2
	Connectivity	Provides access to Burton Road. No access to Eadie Road.	3
	Geometric Design & Drainage	Simple geometric road design. Additional consideration for drainage required for lots around and west of cul-de-sac.	3
Socio Economic Aspects	Impact to surrounding properties	No connection or disruption to Eadie Road.	5
	Archaeological Impact	Being Evaluated	Being Evaluated
	Efficient Land Use	Simplistic road design leads to flexibility in overall park design and lot configuration. Lot configuration around round-a-bout not optimal for industrial sites..	3
Environmental Aspects	Natural Environment Impact	Emard Street intersects with existing Municipal Drain branch, road construction will have a low to moderate impact to natural environment.	3
Cost & Constructability	Constructability	Simplistic geometric road layout design aides in buildability. Consideration required for drainage of site around round-a-bout.	4
	Construction Cost	Shortest road length results in less construction costs for road.	5
Total			30



Option 3: Cul-De-Sac at Emard Street and extension of Robot Street



	Criteria/ Alternative	Rationale	Evaluation
Technical Aspects	Safety	Poor connectivity, driveway issues for lots through loop roads, frequent bends/turns.	1
	Traffic Volume/Distribution	Improved flow of traffic with two lanes. Increased traffic volume along Robot Street and at Robot/Burton intersection.	3
	Connectivity	Provides access to Burton Road. No access to Eadie Road.	3
	Geometric Design & Drainage	Complex geometric road design. Additional consideration for drainage required for lots around loops and west-most driveway.	1
Socio Economic Aspects	Impact to surrounding properties	No connection or disruption to Eadie Road.	5
	Archaeological Impact	Being Evaluated	Being Evaluated
	Efficient Land Use	Reduction in potential average lot size , less opportunity for large industrial development, difficulty for large vehicle maneuverability	1
Environmental Aspects	Natural Environment Impact	Emard Street intersects with existing Municipal Drain branch twice, road construction will have a moderate to high impact to natural environment.	2
Cost & Constructability	Constructability	Complex geometric road layout, difficulty for sewer and utility installation and drainage design.	1
	Construction Cost	Long road length results in greater construction costs for road.	1
Total			18



Option 4: Extension of Robot Street, and extension of Emard Street to Cover Phase 3 and Future developments



Option 5: Extension Of Robot Street, And Extension Of Emard Steet Networking Back To Robot

	Criteria/ Alternative	Rationale	Evaluation
Technical Aspects	Safety	Poor connectivity, frequent bends/turns.	2
	Traffic Volume/Distribution	Improved flow of traffic with two east/west roadways. Increased traffic volume along Robot Street and at Robot/Burton intersection.	3
	Connectivity	Provides access to Burton Road. No access to Eadie Road.	3
	Geometric Design & Drainage	Complex geometric road design. Additional consideration for drainage required for lots around west-most driveway.	2
Socio Economic Aspects	Impact to surrounding properties	No connection or disruption to Eadie Road.	5
	Archaeological Impact	Being Evaluated	Being Evaluated
	Efficient Land Use	Reduction in potential average lot size , less opportunity for large industrial development	2
Environmental Aspects	Natural Environment Impact	Emard Street intersects with existing Municipal Drain branch twice, road construction will have a moderate to high impact to natural environment.	2
Cost & Constructability	Constructability	Moderate geometric road layout, some challenge for sewer and utility installation and drainage design.	2
	Construction Cost	Moderate road length results in greater construction costs for road.	2
Total			23



Option 5: Extension of Robot Street, and extension of Emard Steet networking back to Robot



	Criteria/ Alternative	Emard Extension	Emard/Robot Extension	Robot Extension & Cul-de-sac	Robot Ext & Future Internal Circulation	Robot Ext & Internal Circulation
Technical Aspects	Safety					
	Traffic Volume/Distribution					
	Connectivity					
	Geometric Design & Drainage					
Socio Economic Aspects	Impact to Private Property					
	Archaeological Impact	Being Evaluated	Being Evaluated	Being Evaluated	Being Evaluated	Being Evaluated
	Efficient Land Use					
Environmental Aspects	Natural Environment Impact					
Cost & Constructability	Constructability					
	Construction Cost					
	Total	33	35	30	18	23

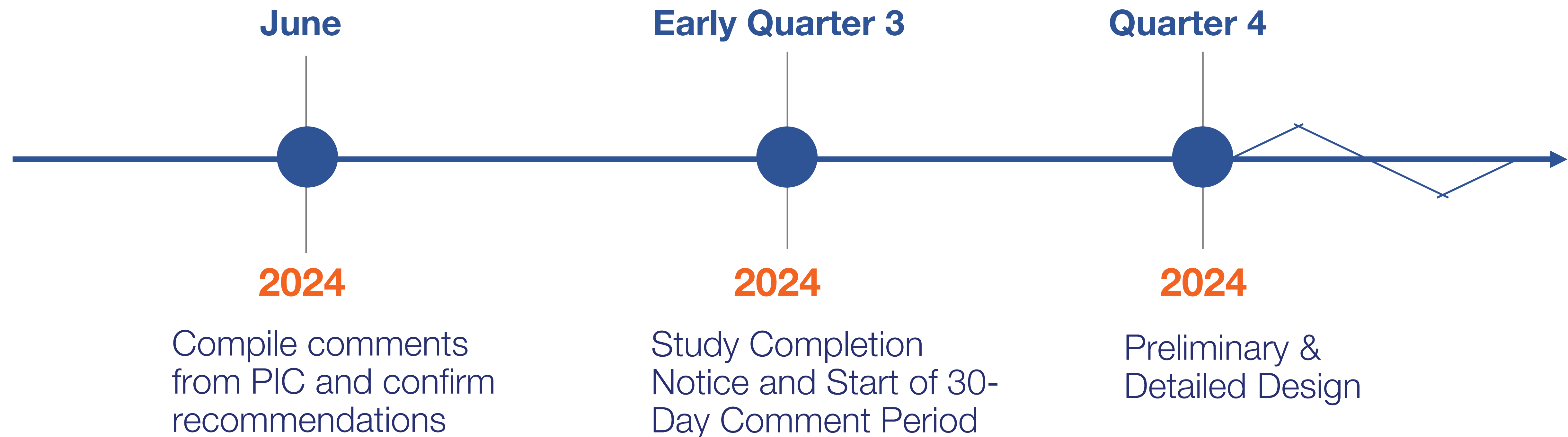
Preferred option

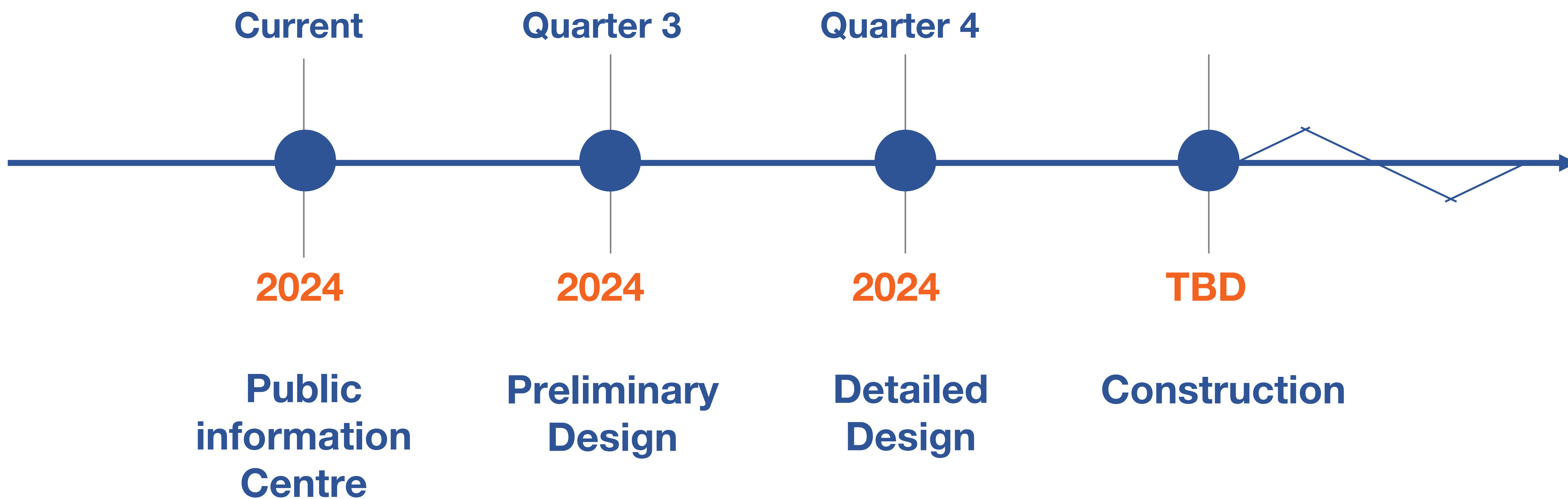




After this Public Information Centre, the project team will:

- Review and consider input received during this meeting.
- Confirm the preliminary recommendations presented tonight for the roadway layouts
- Completion of all background studies for final consideration.
- Notice of Study Completion and Report on the public record for comments during a 30-day comment period.
- Move into detailed design to ensure roadway is appropriately engineered.







Questions or comments?

Should you have any questions about this presentation or the project, please fill out a comment sheet tonight or contact:



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Please provide your comments and questions by June 29, 2024

