



The Corporation of the  
City of Sault Ste. Marie

## COUNCIL REPORT

February 24, 2025

TO: Mayor Matthew Shoemaker and Members of City Council  
AUTHOR: Carl Rumieli, Director of Engineering  
DEPARTMENT: Public Works and Engineering Services  
RE: Existing Sackville Road Reconstruction

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### **Purpose**

The purpose of this report is to address the Council resolution from February 3rd, 2025, which reads:

*Whereas the City of Sault Ste. Marie approved the Sackville Road extension as part of the City's five-year capital plan; and*

*Whereas the costs for the Sackville Road extension are built into the capital budget for 2025 and future years; and*

*Whereas the Province of Ontario recently approved a funding application to provide the City of Sault Ste. Marie with \$5 million in funding to pay some or all of the Sackville Road extension; and*

*Whereas the existing portion of Sackville Road is in a poor state of repair and does not have Class A services;*

*Now Therefore Be It Resolved that staff be requested to report to Council on whether the existing Sackville Road surface should be reconstructed in conjunction with the construction of the Sackville Road extension and if so, where such reconstruction could fit within the five-year capital plan.*

### **Background**

At its meeting on July 15, 2024, Council approved the Five-Year Capital Transportation Program (2025-2029), which includes extending Sackville Road from Mary Avenue northerly to Third Line in the summer of 2025. On January 27, 2025, MPP Ross Romano announced that the City would receive \$5.25 million from the Housing Enabling Core Services (HECS) Fund for the Sackville Road Extension.

### **Analysis**

The HECS funds up to 50% of eligible projects, including any road and bridge asset physically connected to a housing development. In our Five-Year Capital Transportation Program, the City plans to spend \$4 million in 2025 and \$7.4 million in 2026 on extending Sackville Road. Therefore, the HECS will contribute \$2 million in 2025 and the remaining \$3.25 million in 2026, freeing up funds to reallocate to other initiatives.

Currently, the existing Sackville Road between Second Line and Mary Avenue is a Class B road that scores poorly in our Asset Management Plan. Resurfacing the existing Sackville Road is estimated to cost \$1.5-\$2 million. However, it requires a new storm sewer, sanitary sewer, and water main; therefore, it would be unwise to make such an investment without also constructing the underground portion of the road. A complete reconstruction and upgrade to Class A is estimated to cost \$8.6 million and would need to be phased over two construction seasons. Staff will be recommending adding this improvement to future years of the five-year plan. An update to the plan is expected in June of this year, and Sackville Road between Second Line and Mary Avenue may be included in 2028 and 2029. In the interim, Public Works staff will monitor the existing surface closely and perform added maintenance as required.

Also in our 2025 Capital Transportation Program is the reconstruction of East Street from Bay Street to Wellington Street. This project is an important north-south connection between the downtown and the waterfront and also requires new storm sewers, sanitary sewers, sidewalks, road, and streetscape features. As we are nearing completion of the detailed design and tender preparation, this project estimate is tracking above the budgeted amount of \$5.06 million. The \$2 million in savings from the HECS in 2025 should not be reallocated until final tenders from the 2025 program are submitted, and actual costs are known to ensure the entire program can be awarded within budget.

The updated Five-Year Capital Transportation Plan will include all additional savings remaining from the HECS and will recommend any new projects that can be funded as a result of these savings. Staff will also recommend the reconstruction of Sackville Road between Second Line and Mary Avenue be prioritized in the years 2028 and beyond to ensure the condition of the existing road is comparable with the new extension.

### **Financial Implications**

There are no immediate financial impacts to this report, the update to the Five-Year Capital Transportation Program (2026-2030) will outline the estimated financial impacts to the years 2026 - 2030.

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**Strategic Plan / Policy Impact / Climate Impact**

Improvements to capital infrastructure, including roads, storm and sanitary sewers, aqueducts, and bridges, are linked to the infrastructure component of the strategic plan.

**Recommendation**

It is therefore recommended that Council take the following action:

Resolved that the report of the Director of Engineering, dated February 24, 2025, concerning the Existing Sackville Road Reconstruction, be received as information.

Respectfully submitted,

Carl Rumié, P. Eng.

Director of Engineering

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