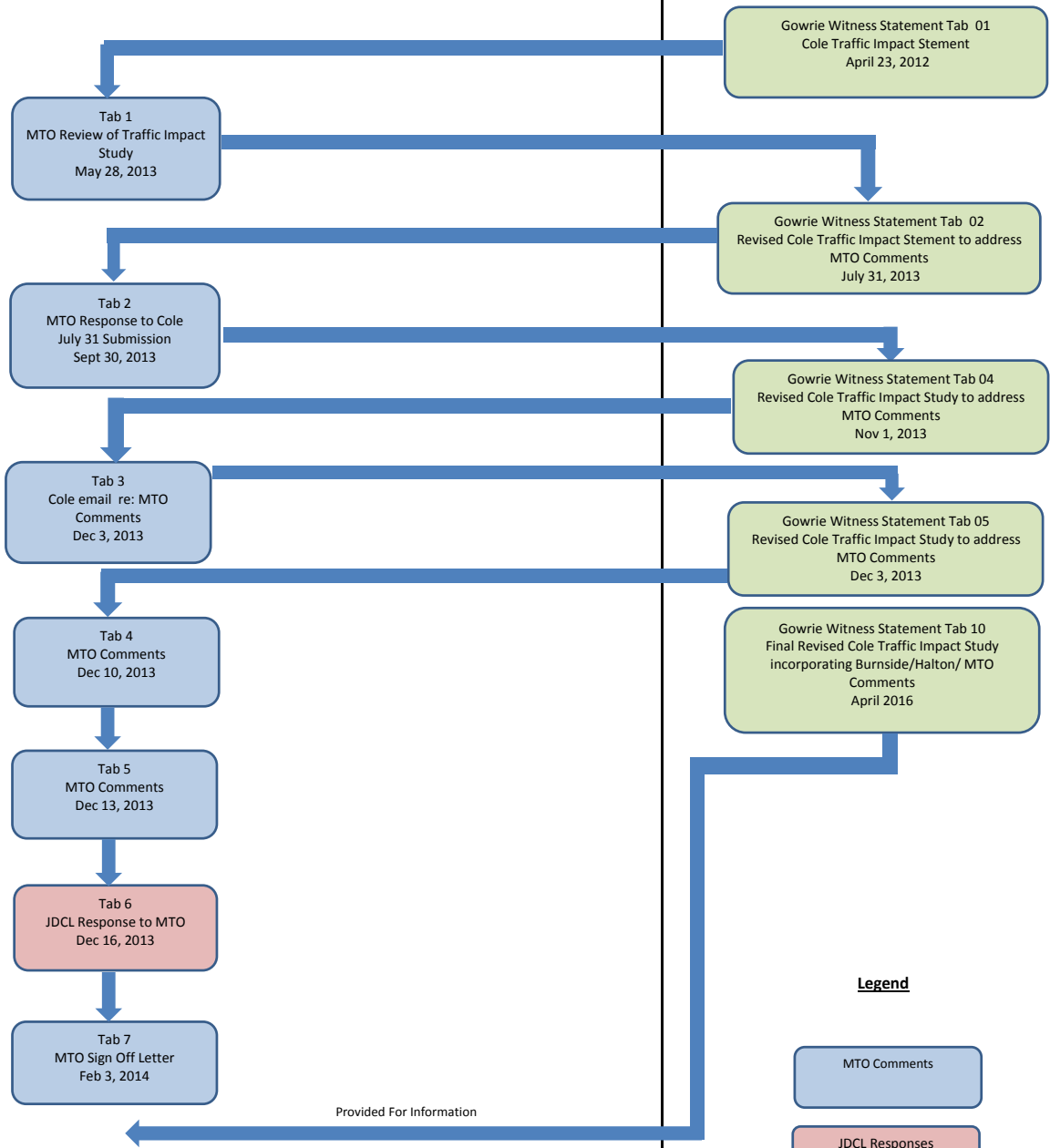


# Evidence Book 4

28-Apr-16

## MTO Review Document Book



### Legend

MTO Comments

JDCL Responses

Items located in other Document  
books as Specified

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## Greg Sweetnam

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**From:** Mike Davis <mike@cuestaplanning.com>  
**Sent:** May-28-13 9:03 AM  
**To:** Greg Sweetnam; Leigh Mugford  
**Subject:** FW: James Dick Hidden Quarry TIS - Hwy 7 - Submission #1- Traffic Comments from MTO

Greg & Leigh:

Please find comments from the MTO noted below. If you have any questions, please feel free to get in touch with me. Otherwise, please advise when you have prepared your response.

Cheers,

Mike Davis

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**From:** Gitkow, Alexandre (MTO) [<mailto:Alexandre.Gitkow@ontario.ca>]  
**Sent:** Tuesday, May 28, 2013 7:25 AM  
**To:** 'gkruse@get.on.ca'  
**Cc:** 'mike@cuestaplanning.com'  
**Subject:** James Dick Hidden Quarry TIS - Hwy 7 - Submission #1- Traffic Comments from MTO

Dear Mr. Kruse,

We have finished our reviewed the James Dick Hidden Quarry TIS report and have the following comments. The client should be advised to prepare a revised report for further review.

- 1. *It should be updated in the report text that 5<sup>th</sup> Line is under the jurisdiction of the Town of Milton.*
  2. *Highway 7 within the study area is an urban commuter road which has higher summer peak hour volumes than the winter volumes. **Figure 3-2** in the report should be updated with the estimated summer peak hour volumes and analysis should be completed for the existing traffic operations.*
  3. ***Figures 4-4, 6-1 and 6-2** should be updated using summer peak hour volumes and revised analysis results should be documented in the report.*
  4. *Turn lane warrants analysis at the intersection of Highway 7 and 6<sup>th</sup> Line should be completed and documented in the report under a separate section. Design Speed on Highway 7 and 6<sup>th</sup> Line should be assumed as 100 km/h. Charts (from the MTO Geometric Design Standard Manual) used to determine the storage lengths for the turning traffic should be included in the Appendix.*
  5. *In order to avoid the hazard and the reduction in the capacity for the westbound through traffic due to the slow moving westbound right turn truck traffic at the intersection of Highway 7/6<sup>th</sup> Line, a westbound deceleration lane (Taper 80m and parallel 85m) in the form of a taper and parallel lane should be provided.*

6. *Stopping sight distance analysis and sight line analysis should be completed and documented for the intersections of 6<sup>th</sup> Line/Site Access and 6<sup>th</sup> Line/Highway 7.*
7. *Truck warning signs on Highway 7 and 6<sup>th</sup> Line with design speed 100 km/h should be defined and the report should be updated accordingly.*
8. *Truck trip generation for the Erin Gravel pit should be included in the Appendix.*
9. *Left turn warrant analysis design charts in the MTO Geometric Design Standards Manual are based on passenger car dimensions and operating characteristics. All the truck volumes need to be converted to passenger cars. We suggest that an equivalent factor of 2 and 3 be applied for empty trucks and loaded trucks respectively.*
10. *Queue analysis should be completed and documented for each scenario.*
11. *The saturation flow used in the study area appears to be high. It is recommended to use 1,800 v/h saturation flow for the study area.*
12. *Electronic copy of the Synchro files should be submitted along with the revised report.*

Please do not hesitate to contact me should you require more information.

Sincerely Yours,

**Alexandre Gitkow**

Permits Officer, Central Region

Corridor Management Section

Tel: (416) 235-4387

Fax: (416)-235-4267

[alexandre.gitkow@ontario.ca](mailto:alexandre.gitkow@ontario.ca)

## Greg Sweetnam

---

**From:** Beaulne, Diana (MTO) <Diana.Beaulne@ontario.ca>  
**Sent:** September-30-13 3:07 PM  
**To:** 'gkruse@get.on.ca'  
**Cc:** Leigh Mugford; Firmani, Adrian (MTO); Greg Sweetnam; Gitkow, Alexandre (MTO)  
**Subject:** James Dick Quarry - Zoning By-Law Amendment Applicaton - ZBA 09/12 - MTO Traffic Impact Study Report- 2nd Submission

Gaetanne Kruse,

The Ministry of Transportation has reviewed the Traffic Impact Study, 2nd submission, please note our comments below.

1. Eastbound and westbound through volumes at the intersection of Highway 7 and 6th Line are incorrect in Figures 4-4, 6-1 and 6-2. Volume numbers should be corrected and revised analysis results should be updated in the report.
2. A deceleration lane comprised of taper and parallel lane (parallel 70 m and taper 160 m) for the design speed of 100 km/h should be provided for the recommended westbound left turn lane storage of 25 m at the intersection of Highway 7 and 6th Line.
3. Minimum stopping sight distance at the site access required for the design speed of 100 km/h is 185 m (should be updated in the report). A confirmation in writing from the Town is required stating that the crest along 6th Line in the vicinity of the site access will be lowered before the Quarry is operational to achieve the required stopping sight distance as per the MTO's standards.
4. Truck warning signs on Highway 7 and 6th Line should be posted at a distance of 335 m (posted speed 80 km/h). Please update this information in the report.
5. 95th percentile queue lengths should be determined using SimTraffic for minimum three simulation runs and SImTraffic reports should be documented for each scenario.
6. Electronic copy of the revised Synchro files should be submitted along with the revised report.

Should you require additional information or require clarification, please contact me directly.

Kind Regards,

Diana Beaulne  
Permits Officer, Central Region  
Corridor Management Section  
Ministry of Transportation  
7<sup>th</sup> Floor, Building D  
1201 Wilson Ave  
Downsview, Ontario  
M3M 1J8

Tel: 416 235-3883  
Fax: 416 235-4267

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**From:** Joseph Gowrie [mailto:jgowrie@coleengineering.ca]  
**Sent:** December 3, 2013 12:04 PM  
**To:** Beaulne, Diana (MTO)  
**Cc:** Khan, Khalid M. (MTO); 'gkruse@get.on.ca'; Joknic, Sonja (MTO); Kim Nystrom; Leigh Mugford  
**Subject:** Eramosa Quarry

Hi Diana,

Khalid of your office contacted us regarding some discrepancies with the traffic volumes in two figures of our report for the Eramosa Quarry Traffic Impact Study dated November 2013. We have corrected them and Khalid has checked them and is in agreement but has asked that we submit a revised report with the corrected figures. We would like to point out, that the error was only in transcribing the volumes to the figures (3-2 and 4-4) in the report while all analyses were undertaken using the traffic volumes in our spreadsheet calculations which are correct. As such, the analysis results and conclusions remain the same as the previous report.

We would like to know how many hard copies of the revised report you will require and if you would like us to re-send the Synchro files which remain unchanged.

Khalid also asked us about any correspondence with the Town regarding the profile of 6th Line to improve the safety of the 6th Line / Highway 7 intersection to which we forwarded an email by Cuesta Planning. We would like to find out if this is sufficient for MTO's purposes or if further documentation will be required.

Thank you very much,

Joseph E. Gowrie, P.Eng.  
Transportation Engineer

Cole Engineering Group Ltd.  
70 Valleywood Drive, Markham, ON Canada L3R 4T5  
T: 905-940-6161 Ext. 326 Tor. Line: 416-987-6161  
F: 905-940-2064  
E: jgowrie@ColeEngineering.ca  
[www.ColeEngineering.ca](http://www.ColeEngineering.ca)

#### CONFIDENTIALITY NOTE

This email may contain confidential information and any rights to privilege have not been waived. If you have received this transmission in error, please notify us by telephone or e-mail. Thank you.

From: Joknic, Sonja (MTO) [<mailto:Sonja.Joknic@ontario.ca>]  
Sent: Tuesday, December 10, 2013 8:34 AM  
To: Joseph Gowrie; 'lmugford@jamesdick.com'  
Cc: Khan, Khalid M. (MTO); Beaulne, Diana (MTO); 'Gaetanne Kruse'  
Subject: James dick Hidden Quarry - Eramosa

#### SITE PLAN:

All pages; clearly show MTO property line and 14m setback.

Page 2 - Monitoring wells to be setback 14m from MTO property line.

Page 2 & 3 - Stockpile to be setback 8m from MTO property line

Page 1-4, Existing westerly residential access via Hwy 7 to be shown as private residential access only, no trucks, no direct access via hwy 7 for the Quarry pit. all access to be obtained from 6th concession Line. Berm detail to show elevation, if elevation differ, show 4 cross-sections adjacent to Highway 7. Slopes a 1:1 are unstable, should be 3:1 on both sides of the berm. toe of slope can be located 0.3m from MTO property line.

Page 3 - include updates blast recommendations from Blast report.(updated)

To follow:

#### GEOMETRIC DESIGN:

Submit a geotechnical report/borehole locations for construction of the RTL. An encroachment permit will be required to undertake the borehole samples. Encroachment permit application can be found on line along with the fee. Please contact Diana Zidar Beaulne, Corridor Management Officer for more information at 416 235-3883.

Construction staging, and Traffic Management Plan will have to be prepared and submitted for MTO review and approval.

Cross sections indicating intended widening (if warranted), step joint detail and pavement structure.

Engineering drawings showing plan, profile, cross section 1;500 scale.

Pavement parkings/signage plan

Show the left turn lane at highway 7 & 6th Line with dimensions based on a 100km/h design speed  
9storage 25m, parallel 160m and taper at 70m0 as presented in the TIS dated Dec 5, 2013.

Show the right turn lane of 25m storage, 85m parallel and 80m taper.

Cost estimate to be submitted to MTO for review/approval and to include removals/new construction and traffic control, staging, pavement markings and any other costs associated with the work.

Quality Assurance (QA/QC) plan and documents

Construction schedule/timing for each phase of construction

Lane closure times (if required) will be provided by MTO.

LEGAL AGREEMENT & LETTER OF CREDIT, covering all necessary highway improvements will be required.

PERMITS:

All applicable permits must be obtained from our Downsview office, prior to any construction being undertaken.

Please contact Mrs Diana Zidar Beaulne at 416 235-3886

If you have any further questions, please contact me.

Regards,

Sonja Joknic  
Corridor Management Planner  
Corridor Management Section  
Ministry of Transportation  
Central Region  
7th floor, Bldg. "D"  
1201 Wilson Ave  
Downsview, ON, M3M 1J8  
Tel. 416-235-3527  
Fax 416-235-4267  
E-mail [sonja.joknic@ontario.ca](mailto:sonja.joknic@ontario.ca)  
Web [www.mto.gov.on.ca/english/engineering/management/corridor/index.html](http://www.mto.gov.on.ca/english/engineering/management/corridor/index.html)



From: Joknic, Sonja (MTO) [<mailto:Sonja.Joknic@ontario.ca>]  
Sent: Friday, December 13, 2013 11:14 AM  
To: Joseph Gowrie; 'lmugford@jamesdick.com'  
Cc: 'Gaetanne Kruse'; Beaulne, Diana (MTO); Khan, Khalid M. (MTO)  
Subject: Re; James Dick Hidden Quarry - Operations.

Hi Joseph, in addition to our Dec 10, 2013 comments, MTO would need to know the following in terms of the blasting operations.

1. How long will the blasting operation be? Will it be phased, if so how long will each phase be?
2. At what end of the site will blasting operations take place, at the north or south end?
3. What type of blasting operation will take place (ie. Imploding etc.)
4. What type of effects are expected from the blasting operations in terms of creating plums of smoke, noise, chance of debris falling onto the Highway, the radius of falling debris.

Once we have a better understanding of the blasting operations, MTO will be in a better position to provide mitigation measures to ensure that the Highway 7 corridor is safe and secure for the travelling public.

Unfortunately, MTO does not have the resources to review a Blasting Impact Analysis. Has the Ministry of Natural Resources and/or Ministry of the Environment been circulated with respect to the above.

Regards,

Sonja Joknic  
Corridor Management Planner  
Corridor Management Section  
Ministry of Transportation  
Central Region  
7th floor, Bldg. "D"  
1201 Wilson Ave  
Downsview, ON, M3M 1J8  
Tel. 416-235-3527  
Fax 416-235-4267  
E-mail [sonja.joknic@ontario.ca](mailto:sonja.joknic@ontario.ca)  
Web [www.mto.gov.on.ca/english/engineering/management/corridor/index.html](http://www.mto.gov.on.ca/english/engineering/management/corridor/index.html)



# JAMES DICK CONSTRUCTION LIMITED



MAIL: P.O. Box 470, Bolton, Ontario. L7E 5T4  
COURIER: 14442 Regional Road 50, Caledon, Ontario. L7E 3E2  
TELEPHONE: (905) 857-3500 FAX: (905) 857-9085

December 12, 2013

Sonja Joknic  
Corridor Management Planner  
Corridor Management Section  
Ministry of Transportation  
Central Region  
7th floor, Bldg. "D"  
1201 Wilson Ave  
Downsview, ON, M3M 1J8  
Tel. 416-235-3527  
Fax 416-235-4267  
E-mail [sonja.joknic@ontario.ca](mailto:sonja.joknic@ontario.ca)

Re: Reply to email dated December 13, 2013, subject:James Dick Hidden Quarry - Operations

Sonja,

Thank you for your email on the Operations aspect of the Hidden Quarry.

Firstly, I can confirm for you that application has undergone a number of Peer Reviews by various agencies, utilities, and consulting firms on behalf of agencies. The peer reviewer for the Township of Guelph/Eramosa was Novus Environmental Inc. from Guelph. They have signed off on the blasting operation plan for this site. In addition the MOE and MNR have also given sign offs on their technical reviews of the project. Union Gas has also signed off on this project. I will attach their final letters to us.

Please find below the answers to your questions.

- 1. How long will the blasting operation be? Will it be phased, if so how long will each phase be?** Each blasting event will last about one second. There will be approximately 25 blasting events per year. Blasting on this site will take place underwater. The quarry is planned in three phases. Generally blasting will take place once per week. Each phase will last several years.
- 2. At what end of the site will blasting operations take place, at the north or south end?** Blasting operations will commence at the north end of the site and progress generally toward the south. The closest that blasting operations will take place with respect to the highway in the later stages of quarry development (19 to 20 years from now) is approximately 87 meters.
- 3. What type of blasting operation will take place (ie. Imploding etc.)** The quarry will utilize standard drill and blast techniques, similar to those used routinely by MTO on road work applications around the province. A bulk water proof emulsion will be

used, similar to material used by MTO on construction projects around the province. There will be some additional precautionary measures taken such as cardboard sleeves to allow for better control of the blast. The blast design including blast face orientation, hole loading and blast mats will ensure that the blast does the work required in a safe and reliable manner.

- 4. What type of effects are expected from the blasting operations in terms of creating plumes of smoke, noise, chance of debris falling onto the Highway, the radius of falling debris.** Firstly, in Ontario no fly rock is permitted to leave the quarry, ever. There will never be any fly rock from blasting events at this quarry that lands on MTO property, or for that matter, any property belonging to our neighbours. MOEE Blasting Guidelines dictate that noise energy generated by the blast must not be higher than 128 decibels and our experience is that it is usually far less. All blasting on this site will be underwater so there will not be significant amounts of dust generated by the blast. The underwater aspect of the blast also mitigates noise generation. All shot rock will be deposited into the quarry pond in close proximity to the mining face such that all shot rock can be removed by dragline. Vibration from blasting must also follow MOE Blasting Guideline NPC-119. Every blast is monitored.

Our company currently blasts both above and below the water table at the Guelph Limestone Quarry in similarly close proximity to the Hanlon Expressway, and neighbouring residential streets, businesses, homes and schools without the impacts you mention in your email. Please also know that the James Dick Gamebridge Quarry operates in close proximity to Highway 12 without issues.

It should give you some comfort to know that the practice of blasting is highly regulated by MOE, MNR and MOL, and is a routine part of the operations of hundreds of mines and quarries across Ontario. I would assume that since you state MTO doesn't have the resources to conduct a technical review of the blasting, that you will need to rely on the reviews of the agencies that specialize in this field. I believe that the Explotech report, in conjunction with the Novus, MOE and MNR and Union Gas reviews provide assurance that the blasting plan has been properly designed and vetted.

If you have more questions about how the quarry will be operated, or about the blasting please let me know how we can assist.

**Leigh Mugford**  
Quality Control & Project Manager  
**James Dick Construction Ltd**  
[lmugford@jamesdick.com](mailto:lmugford@jamesdick.com)  
office 905-857-3500  
cell 416-579-9426  
fax 905-857-9085

From: Joknic, Sonja (MTO)  
Sent: February 3 2014 8:34 AM  
To: 'Joseph Gowrie'; 'Imugford@jamesdick.com'  
Cc: Khan, Khalid M. (MTO); gitkow,alex; Gaetanne Kruse'  
Subject: James Dick Hidden Quarry - Eramosa

Hi Joseph we have no objections with re-zoning the property from Agricultural/hazard land to Extractive Industrial to permit the establishment of a mineral aggregate operation. However, should the re-zoning be approved, all MOE, MNR, MTO and Aggregate Resources Act rules and regulation and polices must be adhered to. MTO will require written proof from municipality that the zoning has been approved or disapproved. Should the zoning be approved, MTO would than need the following for further review. This was originally sent to you on December 10, 2013.

#### SITE PLAN:

All pages; clearly show MTO property line and 14m setback.

Page 2 - Monitoring wells to be setback 14m from MTO property line.

Page 2 & 3 - Stockpile to be setback 8m from MTO property line Page 1-4, Existing westerly residential access via Hwy 7 must be shown as private residential access only, no trucks, no direct access via hwy 7 for the Quarry pit. All access to be obtained from 6th concession Line.

Berm details to show elevation, if elevation differs, show 4 cross-sections adjacent to Highway 7. Slopes a 1:1 are unstable, recommended 3:1 on both sides of the berm. Toe of slope can be located 0.3m from MTO property line.

To show all phases of excavation.

Blasting locations closest to the Highway 7 right-of-way.

#### GEOMETRIC DESIGN:

Submit geotechnical report/borehole locations for construction of the RTL. An encroachment permit will be required to undertake the borehole samples. Encroachment permit application can be found on line along with the fee. Please contact Alexander Gitkow, Corridor Management Officer for more information at 416 235-4387.

Construction staging and a Traffic Management Plan will have to be prepared and submitted for MTO review and approval.

Cross sections indicating intended widening (if warranted), step joint detail and pavement structure.

Engineering drawings showing plan, profile, cross section 1;500 scale.

Pavement markings/signage plan

Show the left turn lane at highway 7 & 6th Line with dimensions based on a 100km/h design speed storage 25m, parallel 160m and taper at 70m as presented in the TIS dated Dec 5, 2013.

Show the right turn lane of 25m storage, 85m parallel and 80m taper.

Cost estimate to be submitted to MTO for review/approval and to include removals/new construction and traffic control, staging, pavement markings and any other costs associated with the work.

Quality Assurance (QA/QC) plan and documents

Construction schedule/timing for each phase of construction

Lane closure times (if required) will be provided by MTO.

LEGAL AGREEMENT & LETTER OF CREDIT, covering all necessary highway improvements will be required.

STORM WATER MANAGEMENT REPORT with Site servicing and grading plans (4 copies)

How will well water be safe guarded, if contaminated what mitigation measures will you employ.

UPDATED TRAFFIC REPORT;

Traffic report should include but not be limited to the following:

Any negative impacts to Highway 7 ROW, structural, dust, noise, traffic

Haul rates

Haul routes

number of trucks per day

operating window

will there be any night work?

Blasting, when and how often

What measures will you employ to ensure flyrock does not enter the Hwy 7 ROW?

Property owners along Highway 7 to be notified in writing prior to any blasting operations.

Should any of the above pose a problem, the owner shall be responsible for providing measures to ensure Highway 7 and motorists are protected.