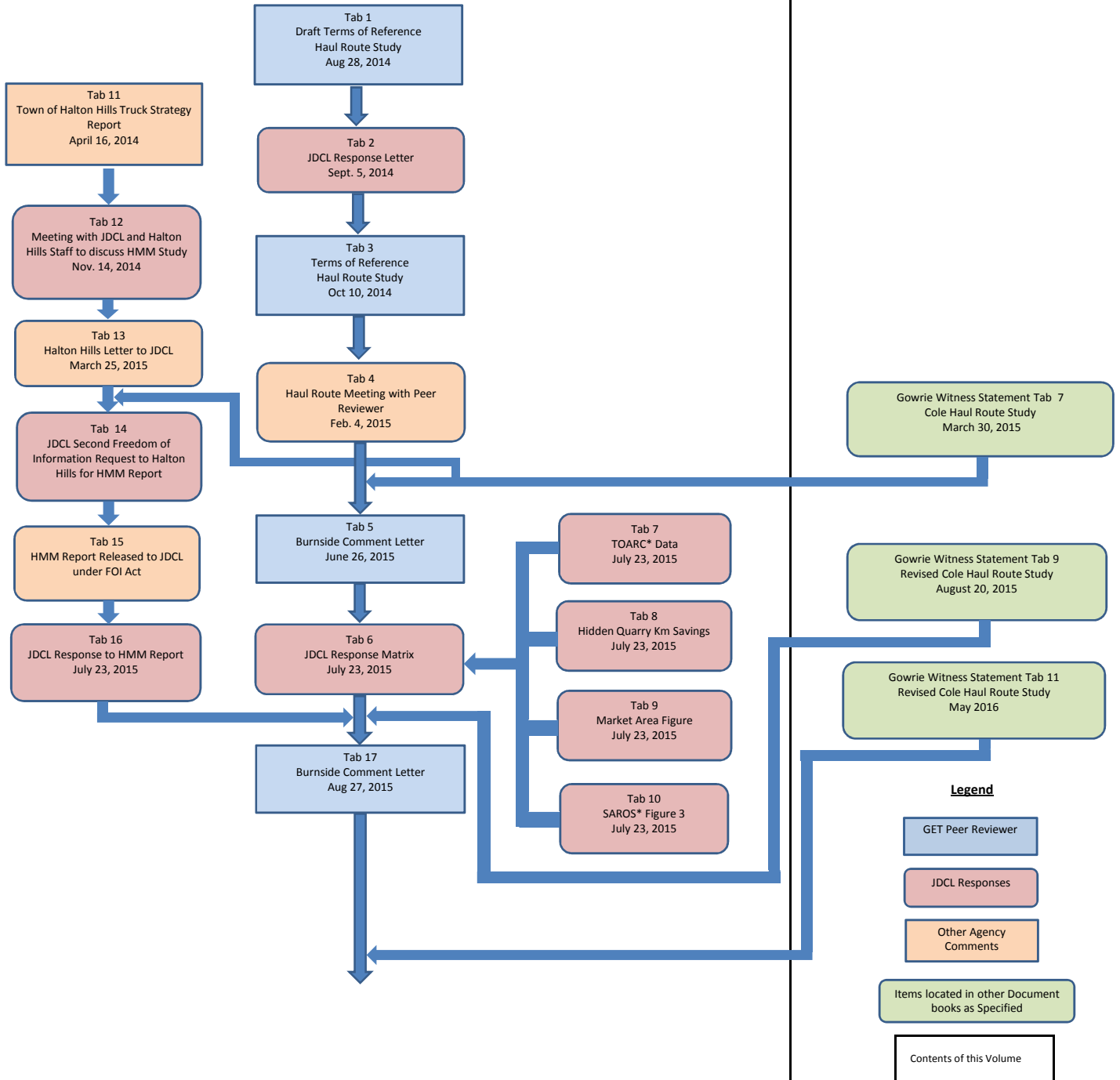


Township of Guelph/Eramosa Haul Route Study Review Document Book



*TOARC- The Ontario Aggregate Resource Corporation
*SAROS- State of the Aggregate Resource in Ontario Study, Paper 5, MNR 2009

Township of Guelph/Eramosa

Haul Route Study Review Document Book Index

<u>TAB</u>	<u>DOCUMENT</u>
1	Burnside - Haul Route Study Terms of Reference - August 28, 2014
2	JDCL Response to TOR - Haul Route Study - September 5, 2014
3	Burnside TOR - Haul Route Study - October 10, 2014
4	Haul Route Study Meeting Notes - February 4, 2015
5	Burnside - Haul Route Study Peer Review - June 26, 2015
6	Response Matrix for Burnside Letter June 26, 2015 - July 23, 2015
7	Halton Region Annual Aggregate Production - TOARC - July 23, 2015
8	Transportation Savings - July 23, 2015
9	Hidden Quarry Market Area - July 23, 2015
10	SAROS - VOL 5 Fig 3 - July 23, 2015
11	Town of Halton Hills Truck Strategy Report - April 16, 2014
12	Meeting Notes re Halton Hills Haul Routes - November 14, 2014
13	Town of Halton Hills Letter to JDCL - March 25, 2015
14	Town of Halton Hills FOI Form - April 23, 2015
15	Hatch Mott MacDonald Report - March 3, 2015
16	JDCL Response to Hatch Mott MacDonald Report - July 23, 2015
17	Burnside Peer Review of TIS and HRS - August 27, 2015



August 28, 2014

Via: Email (howson@mshplan.ca)

Ms. Elizabeth Howson
Macaulay Shiomi Howson Ltd.
600 Annette Street
Toronto ON M6S 2C4

Dear Ms. Howson:

**Re: Haul Route Study - Terms of Reference
Proposed "Hidden Quarry" – James Dick Construction Ltd.
Project No.: 300032475.0000**

This letter provides a draft Terms of Reference (TOR) for the above noted project, located on the west half of Lot 1, Concession 6 in the Township of Eramosa. This TOR is in response to comments received from staff at the Region of Halton, the Town of Milton and the Town of Halton Hills, requesting that a Haul Route Study be prepared by the applicant as part of the proposed Zoning By-Law Amendment application.

We acknowledge that the following TOR has been based on a TOR that has been used in previous haul route studies in the Region of Halton, as originally developed by Dillon Consulting Limited.

1.0 Introduction

James Dick Construction Ltd is proposing to develop a quarry on a site approximately 39.4 hectares (97.4 acres) in size, located in the northeast quadrant of Highway 7 and 6th Line. Approximately 24.8 hectares (61.3 acres) of the site is proposed to be used for extraction of aggregate material. The proposed quarry would extract up to 700,000 tonnes of aggregate material annually. The material will be shipped off-site via 6th Line and Highway 7, with an estimated 95 percent of the product travelling east on Highway 7 (according to the applicant's Traffic Impact Study).

The purpose of this TOR is to outline the requirements for a Haul Route Study for the subject development, to be reviewed by the Township of Guelph/Eramosa, the Region of Halton, the Town of Halton Hills and the Town of Milton. The Ministry of Transportation (MTO) has not requested this study, however it would be expected that they will also be circulated for comment, considering the potential for impacts to Highway 7.

Figure 1 shows the location of the proposed quarry and the recommended study area for the haul route evaluation.

The primary concern associated with the project is the potential for significant heavy truck traffic beyond that already on any identified haul route(s) that would be generated by the quarry and the impact of that additional traffic movement on road structural concerns and traffic safety, and social features along the haul route(s).

2.0 Define Study Parameter Assumptions

Key assumptions regarding the project that are to be defined based on available information include:

- Assumed in-service data;
- Sizes of the trucks to be used;
- Volume of truck traffic to be generated;
- Location of truck queuing area(s);
- The distribution of truck traffic volumes among the potential haul routes (if more than 1 haul route is to be utilized);
- A description as to how truck volumes and truck tonnages might vary over the life of the project and by hours of the day, days of the week, and time of the year;
- Destinations of the material;
- Trucking base origins;
- Hours of facility operations, etc.;
- How the use of routes would be regulated/enforced; and
- Horizon year and intervals required for analysis (20 years in 10 year intervals).

3.0 Identification of a Haul Route(s) With The Study Area

The intention is to establish a haul route or routes which avoid the central areas of Acton and Georgetown. A reasonable route or routes to be considered are to be identified and described by the applicant based on input from the Town of Halton Hills, Town of Milton and Region of Halton, as well as the Township of Guelph-Eramosa.

4.0 Assessment of Truck Traffic Volumes

An assessment of the volumes of additional truck traffic on the route or routes will be carried out and reviewed by the Township in consultation with the Region of Halton, Town of Halton Hills, and Town of Milton. If the additional truck traffic on the route or routes would be so low throughout the entire life of the facility so as to not result in any appreciable negative effects, as determined by the Township, then the route or routes or portions of the route or routes in those directions would not need to be further assessed and the work identified in Sections 5 to 8 would not need to be carried out. Should that occur, the study would conclude with the preparation of the draft and final reports and their review as set out in Sections 10 and 11.

5.0 Describe Baseline Conditions

If the truck volumes are deemed by the Township to be sufficient to require further assessment, a description of baseline conditions for the route or routes is to be provided, including:

- Existing and proposed land uses;
- Identification of the locations of other existing, or proposed quarries, pits or other large truck generating land uses;
- Land use plans and designations including municipal official plans, the Greenbelt Plan and the Niagara Escarpment Plan;
- Relevant planning studies (Transportation Master Plans, Active Transportation Plans, Capital Planning studies);
- Social environment (residences, community features, recreational facilities, community function and character, schools and school bus routes, emergency vehicle access, etc.);
- Available information regarding air quality conditions;
- Available information about noise levels;
- Economic environment (location and type of business enterprises);
- General nature of Agriculture;
- Recreation uses (trail crossings, cycling uses, walking etc.);
- Cultural resources (built heritage, cultural landscape, archaeology);
- Road characterization (road classification, right-of-way widths, level of service (current and projected), weight restrictions, number of lanes, pavement structure, intersection configuration, road alignment (vertical and horizontal), reduced load designations, posted speed, truck route designation, watercourse crossings, culvert types, rail crossings, steep grades, visibility, etc.);
- Traffic volumes; and
- 5 year vehicle collision history by link/intersection including wildlife.

The description of the baseline conditions will be used as the basis from which to assess the potential for change as a result of the use and possible improvement to the route or alternative routes where being considered.

6.0 Develop the Evaluation Approach

If alternative routes are to be considered, the evaluation of the identified alternative routes is to be conducted in a systematic, comprehensive and traceable manner, based on a set of evaluation criteria and indicators. Similarly, if only one route is being evaluated with respect to impacts, it should also be evaluated in a systematic, comprehensive and traceable manner based on a set of evaluation criteria and indicators. Typical criteria, where applicable, may include:

- Potential for disruption to sensitive land uses;
- Conformity with applicable plans and policies;
- Potential for impacts to residents;
- Potential for disruption to users of recreation facilities, community features and institutions;
- Potential property impacts;
- Potential for impact to business enterprises;

- Potential for impact to agricultural operations;
- Potential for impact to property values;
- Potential for disturbance to built heritage features or archaeological resources;
- Potential for impact to transportation facilities (i.e. change in service level, change in road safety, impact on alternative transportation modes); and
- Estimated costs for mitigation work to address impacts.

Both quantitative and qualitative data should be collected for the criteria noted where available. The criteria, and their relative importance, are to be confirmed through agency consultation prior to their application.

The assessment of effects is to consider the potential increase in truck volumes, as a result of the quarry activity, over the anticipated future background traffic volume. This is to be considered for a proposed route or for each alternative route where applicable. As well, the assessment of the routes is to consider any needed improvements to the routes to support the increase in truck volumes (see next section).

7.0 Assess Road Improvements

Road improvements, if required, are to be identified for each route, to support the forecast traffic (existing plus growth due to other development and due to the quarry development).

Improvement requirements, where required, may include road widenings, resurfacing, turning lanes, new crossings/grade separations, paved shoulders, signals, etc.) and will be considered in the analysis completed to determine improvements to a proposed route or to compare the route options and impacts where applicable.

The route assessment is to be presented in a matrix format, describing the potential for effect for each indicator/alternative.

8.0 Comparatively Evaluate and Recommend the Preferred Route(s)

Where alternative routes are under consideration, on the basis of the collected data/assessment of effects for each of the alternative routes, the alternatives are to be comparatively evaluated. The preference would be to use a qualitative evaluation method, to be supported by a quantitative evaluation method, if the data type support one. In comparing the alternatives, the relative importance of the criteria is to be considered. The advantages and disadvantages of the alternative routes are to be compared and considered in the rationalization of the preferred route(s).

9.0 Describe Effects and Mitigation for the Preferred Route(s)

For the preferred haul route(s), provide a description of the potential effects that are expected to occur from the anticipated truck traffic volumes. This description of effects is to be based on the evaluation criteria, plus other more detailed criteria, if appropriate. Assess the overall acceptability of the route and the effects of increased truck traffic on the quality of life for the

affected individuals/communities. The proponent is to demonstrate that the effects of the preferred alternative (with the proposed truck volumes) can be considered as being "reasonable" and "acceptable".

Any property requirements to support the preferred haul route(s) are to be described.

Mitigation measures to avoid or minimize effects shall be described. The method, to regulate/enforce the use of the prescribed route(s) by all trucks associated with the quarry, is to be described.

10.0 Prepare Draft and Final Evaluation Reports

A table of contents of the report is to be prepared and circulated to the Township of Guelph/Eramosa, Town of Milton, Town of Halton Hills, and the Region of Halton, prior to its completion. It will also be provided to Ministry of Transportation for their information.

A draft report is to be prepared, that describes the evaluation process, and circulated to the agencies noted above for comment.

The report is to be finalized, considering the comments received on the draft report.

The number of copies of the report will be set through the consultation process. Sufficient copies of the draft report and final report shall be provided to satisfy the circulation requirements of the agencies. Reports will be required in both hard copy and digital formats.

11.0 Public and Agency Consultation

The haul route study is being prepared as a support document to the rezoning process for the subject lands. It is expected that this document will be presented, and considered, as part of the ongoing public consultations and agency consultation that are part of the rezoning process.

The Township of Gueph/Eramosa, as the municipality leading this process, will direct the proponent as to the need for, and timing, for any additional formal public and/or agency consultations/meetings that may be required as this study is completed. It is requested that written acknowledgement be obtained from these agencies regarding their interest and/or concerns with this project and provided to the Township to the attention of Ms. Kelsey Lang, Planning Associate. All consultation related materials, including meeting minutes and comments received and responses, are to be provided throughout the study process.

Closing Comments

This letter has provided a draft TOR for the completion of a haul route study by the proponent for the "Hidden Quarry" development. If there are any questions pertaining to this assignment please give us a call.

Yours truly,

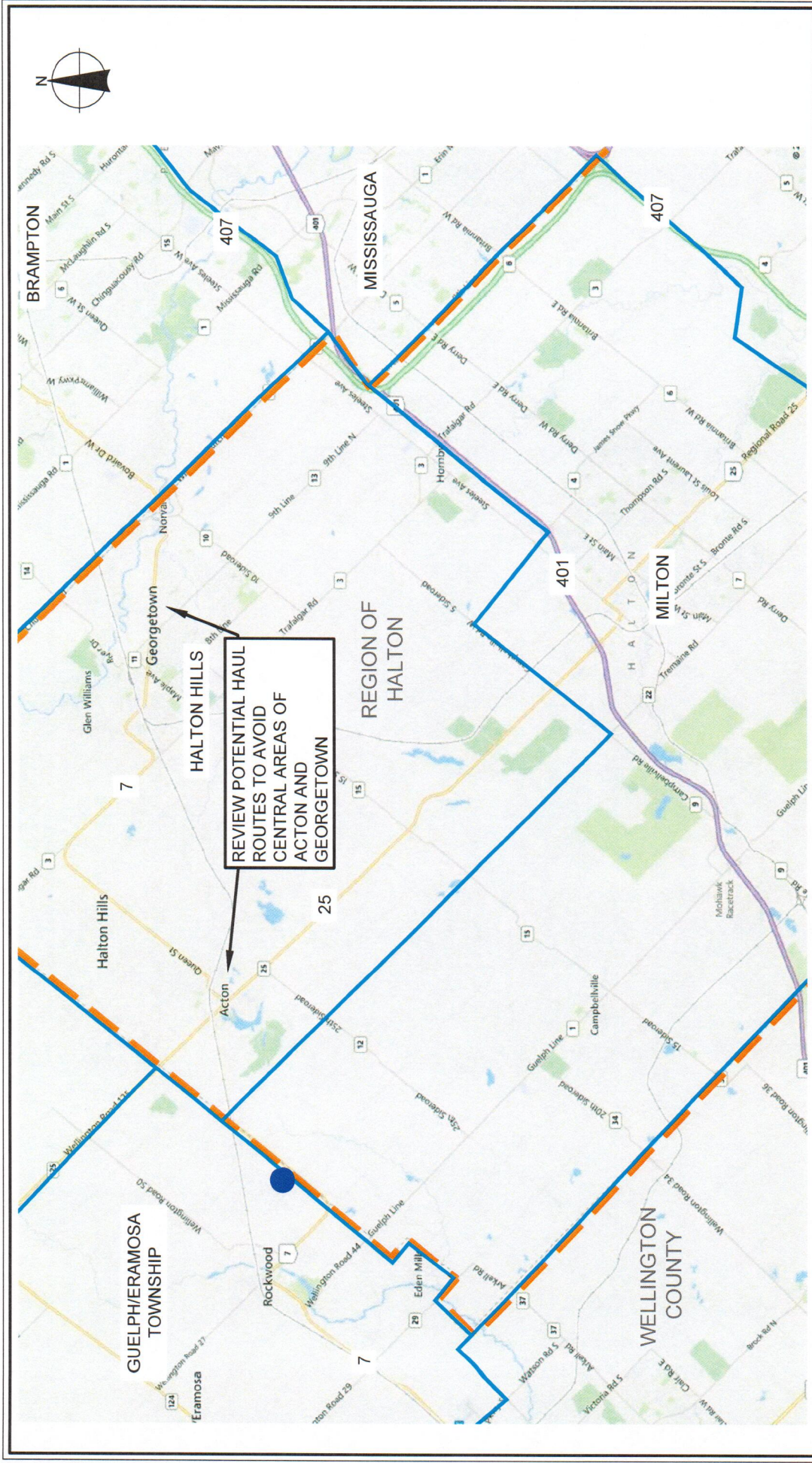
R.J. Burnside & Associates Limited

Henry Centen, P. Eng.
Senior Transportation Engineer
HC:ds

Don McNalty, P. Eng.
Vice President, Public Sector

Enclosure(s) Figure 1 – Study Area

140825_TOR_Haul_Route_Study_300032475.docx
28/08/2014 12:20 PM



<p>HAUL ROUTE EVALUATION TERMS OF REFERENCE STUDY AREA</p>		Figure No.	<p>1</p>
		Checked	
Drawn	JBL	Date	14/08/28
Scale	NTS	Project No.	300032475

Figure Title



BURNSIDE

Client

GUELPH/ERAMOSA TOWNSHIP

LEGEND

-  SITE LOCATION
-  REGION BOUNDARY
-  MUNICIPAL BOUNDARY

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

September 5, 2014

Elizabeth Howson BES MCIP RPP
Principal
MSH Ltd.

Re: Response to TOR- Haul Route Study

Dear Ms. Howson,

We have reviewed the TOR dated August 28, 2014, as provided and have the following comments:

General

1. In general we believe that a haul route study is inappropriate given the fact that the Hidden Quarry is on a Provincial Highway with an established history of carrying inter-regional truck traffic. MTO has been circulated and has no concerns with the proposal.
2. The OMB has established the principle of the use of a provincial highway as a haul route and has found that "The Board decided that being a provincial highway, it is open to all truck traffic and its use as a haul route is automatic." (OMB R793030 Town of Caledon Official Plan 1982).
3. Cole Engineering has stated that, "The proposed gravel pit is anticipated to have no significant impact on the surrounding road network." This work has been peer reviewed and has been deemed satisfactory.
4. All Highways and Arterials that trucks from the Hidden Quarry will be using have the planned function of carrying trucks and truck use is currently permitted and established.
5. All Highways and Arterials are currently used by traffic from our Guelph Quarry operation, such traffic to be supplanted by traffic from the Hidden Quarry.
6. Aggregates are an essential component in achieving the growth currently approved in the municipalities of the GTA. The Hidden Quarry will service growth areas in Halton, Peel and Toronto as well as concrete and asphalt plants within these areas.
7. Given the location of construction jobs and existing plants in the central areas of Acton and Georgetown, local deliveries will not be able to avoid these areas. As such, the main purpose of the study should not be "to establish routes which avoid the central areas of Acton and Georgetown.", rather it should be to "minimize" travel through those areas.
8. Unlike many industries which have fixed destinations for shipping, the aggregate industry ships to hundreds of construction projects per year in diverse locations. As such the market destinations will change from year to year due to demand, competition and the physical location of construction jobs. Predicting the destinations of materials, the distribution of truck volumes by route, time of year or hours of the day is simply not possible beyond that already provided by Cole Engineering.
9. Kindly let us know what is considered by the "central areas of Acton and Georgetown." For example, is Regional Road 25 which skirts the west end of Acton considered a central area of Acton?
10. Truck use of the Provincial Highway systems and the Regional Road Networks permitted and established for inter-regional truck travel demands must not be more restrictive for trucks from the Hidden Quarry than they are for the general trucking public.

Specific Comments

Section 1.0 Paragraph 2- MTO is the road authority for Provincial Highway 7. MTO has already reviewed the detailed Traffic Impact Study prepared by Cole Engineering, and has indicated that they have no objection to the re-zoning of the property for the establishment of a mineral extractive operation. This new study is being completed at the request of the Township of Guelph/Eramosa, despite the fact that they are not the road authority and the routes being assessed are not within the Township of Guelph/Eramosa.

Section 1.0 Paragraph 3- Reference to Figure 3 should delete the note that states “Review potential haul routes to avoid central areas of Acton and Georgetown.”

Section 1.0 Paragraph 4- The statement is made that “the primary concern is that significant heavy truck traffic beyond that already on any identified route...”. Cole Engineering has already come to the conclusion that “The proposed gravel pit is anticipated to have no significant impact on the surrounding road network”. This conclusion has been reviewed and confirmed by MTO and by the peer review consultant. As such it is given that the traffic levels generated by the quarry are not significant. This study is simply to examine potential alternative routes to market.

2.0 Study Parameters

Many of these items have already been considered in the TIS and it is unnecessary to duplicate this information. The only parameters that are relevant to the Haul Route Study are:

- Distribution of truck traffic along Hwy 7 and among other existing established truck haul routes
- Trucking base origins
- How the use of routes would be regulated/enforced (ie. Policies to ensure that trucks only use roads approved to carry trucks)

3.0 Identification of a Haul Route(s) Within the Study Area

As stated in General Comment 6, there will be circumstances where the central areas of Acton and Georgetown will be used for haulage to local markets, and will not be avoided. As such the word “avoided” should be changed to “minimized”. Certainly we agree that traffic heading to Toronto will not be sent through downtown Georgetown and the purpose of this study is to identify the routes to be used.

Haul routes largely select themselves in that the permitted truck routes, particularly within Halton, are few and far between. Provincial Highway 7 and Arterial Roads that are not posted “No Trucks” are the routes that will be used.

As per PPS Policy 1.8, fuel efficiency is something that must be considered when choosing haul routes.

Examination of Google Maps Traffic Functions will be examined to determine current levels of congestion.

4.0 Assessment of Truck Traffic Volumes

Again, traffic volumes have already been assessed, reviewed by MTO and the Township Peer Reviewer, and has been found to be satisfactory. Cole Engineering has found that, “The proposed gravel pit is anticipated to have no significant impact on the surrounding road network.”

This should end the study requirement at Section 4.0 and the work outlined in Sections 5 to 8 is not necessary.

MTO is the road authority for Highway 7 and determination of acceptability of traffic impacts on Highway 7 rests solely with them. This Haul Route Study is presented to assist in evaluating the applications supporting the proposed Hidden Quarry.

Section 5.0- Describe Baseline Conditions

Some of these criteria might be appropriate if a brand new truck route were being constructed or proposed on a local township road where no truck traffic was previously experienced, however, this is not the case here concerning Highway 7 or the other inter-regional arterials currently used as truck Haul Routes. Given that Highway 7 and the inter-regional arterials currently permit large volumes of truck traffic, none of these criteria are appropriate for study with the small volume of traffic proposed by the quarry.

Section 6.0- Develop the Evaluation Approach

Once again, all of these criteria are inappropriate given the established truck traffic use of Provincial Highway 7 and Regional Arterials permitted for Truck use.

Section 7.0- Assess Road Improvements

This work has already been completed in the TIS for the intersection improvements at the 6th Line Eramosa/5th Line Milton at Highway 7. This work has been reviewed by MTO and the Township Peer reviewer both of whom have indicated that the work is satisfactory.

Section 8.0- Preferred Routes

Haul routes largely select themselves in that the permitted truck routes, particularly within Halton, are few and far between. Provincial Highway 7 and Arterial Roads that are not posted "No Trucks" are the routes that will be used. Unlike many industries which have fixed destinations for shipping, the aggregate industry ships to hundreds of construction projects per year in diverse locations. As such the market destinations will change from year to year due to demand, competition and the physical location of construction jobs. The planned growth of Wellington, Halton, Peel and Toronto will directly impact the locations of construction jobs.

Section 9.0- Describe Effects and Mitigation for the Preferred Route

All routes proposed have already been determined to be "acceptable", as they currently handle, and are approved to handle, significant volumes of truck traffic. No routes will be proposed that do not already carry approved truck traffic.

Section 10.0- Prepare Reports

Given the small volume of truck traffic and the fact the TIS accepted by MTO and the Township peer reviewer has concluded that "The proposed gravel pit is anticipated to have no significant impact on the surrounding road network." The report can be prepared expeditiously and submitted to the Township to consider in concert with other materials in making their planning decision on the Hidden Quarry.

Sincerely,

JAMES DICK CONSTRUCTION LIMITED



Greg Sweetnam,
V.P., Resources



October 10, 2014

Via: Email (kwingrove@get.on.ca)

Ms. Kim Wingrove
Chief Administrative Officer
Township of Guelph/Eramosa
8348 Wellington Road 124
P.O. Box 700
Rockwood ON N0B 2K0

Dear Ms. Wingrove:

**Re: Haul Route Study - Terms of Reference
Proposed "Hidden Quarry" - James Dick Construction Ltd.
Project No.: 300032475.0000**

This letter provides a Terms of Reference (TOR) for the above noted project, located on the west half of Lot 1, Concession 6 in the Township of Eramosa. This TOR is in response to comments received from staff at the Region of Halton, the Town of Milton and the Town of Halton Hills, requesting that a Haul Route Study be prepared by the applicant as part of the proposed Zoning By-Law Amendment application. A draft of this TOR was reviewed with representatives of the Township and the adjacent municipalities, at a meeting on September 9, 2014. This TOR has been revised in response to those discussions.

We acknowledge that the following TOR has been based on a TOR that has been used in previous haul route studies in the Region of Halton, as originally developed by Dillon Consulting Limited.

1.0 Introduction

James Dick Construction Ltd is proposing to develop a quarry on a site approximately 39.4 hectares (97.4 acres) in size, located in the northeast quadrant of Highway 7 and 6th Line. Approximately 24.8 hectares (61.3 acres) of the site is proposed to be used for extraction of aggregate material. The proposed quarry would extract up to 700,000 tonnes of aggregate material annually. The material will be shipped off-site via 6th Line and Highway 7, with an estimated 95 percent of the product travelling east on Highway 7 (according to the applicant's Traffic Impact Study).

The purpose of this TOR is to outline the requirements for a Haul Route Study for the subject development, to be reviewed by the Township of Guelph/Eramosa, the Region of Halton, the Town of Halton Hills and the Town of Milton. The Ministry of Transportation (MTO) has not requested this study; however, it would be expected that they will also be circulated for comment, considering the potential for impacts to Highway 7.

Figure 1 shows the location of the proposed quarry and the recommended study area for the haul route evaluation.

The primary concern associated with the project is the potential for significant heavy truck traffic beyond that already on any identified haul route(s) that would be generated by the quarry and the impact of that additional traffic movement on road operational concerns and traffic safety, and social features along the haul route(s).

2.0 Define Study Parameter Assumptions

Key assumptions regarding the project that are to be defined based on available information include:

- Assumed in-service data;
- Sizes of the trucks to be used;
- Volume of truck traffic to be generated;
- Location of truck queuing area(s);
- The distribution of truck traffic volumes among the potential haul routes (if more than 1 haul route is to be utilized);
- A description as to how truck volumes and truck tonnages might vary over the life of the project and by hours of the day, days of the week, and time of the year;
- Destinations of the material;
- Trucking base origins;
- Hours of facility operations, etc.;
- How the use of routes would be regulated/enforced;
- Horizon year and intervals required for analysis (20 years in 10 year intervals).

3.0 Identification of a Haul Route(s) With The Study Area

The intention is to establish a haul route or routes which minimize travel through Acton and Georgetown. A reasonable route or routes to be considered are to be identified and described by the applicant based on input from the Town of Halton Hills, Town of Milton and Region of Halton, as well as the Township of Guelph/Eramosa.

4.0 Assessment of Truck Traffic Volumes

An assessment of the volumes of additional truck traffic on the route or routes will be carried out and reviewed by the Township in consultation with the Region of Halton, Town of Halton Hills, and Town of Milton. If the additional truck traffic on the route or routes would be so low throughout the entire life of the facility so as to not result in any appreciable negative effects, as determined by the Township, then the route or routes or portions of the route or routes in those directions would not need to be further assessed and the work identified in Sections 5 to 8 would not need to be carried out. Should that occur, the study would conclude with the preparation of the draft and final reports and their review as set out in Sections 10 and 11.

5.0 Describe Baseline Conditions

If the truck volumes are deemed by the Township to be sufficient to require further assessment, a description of baseline conditions for the route or routes is to be provided, including:

- Existing and proposed land uses;
- Identification of the locations of other existing, or proposed quarries, pits or other large truck generating land uses;
- Land use plans and designations including municipal official plans, the Greenbelt Plan; the Niagara Escarpment Plan; the Region of Halton Official Plan Amendment 38 and the Aggregate Resources Reference Manual (Halton Region);
- Relevant planning studies (Transportation Master Plans, Active Transportation Plans, Capital Planning studies);
- Social environment (residences, community features, recreational facilities, community function and character, schools and school bus routes, emergency vehicle access, etc.);
- Available information regarding air quality conditions;
- Available information about noise levels;
- Economic environment (location and type of business enterprises);
- General nature of Agriculture;
- Recreation uses (trail crossings, cycling uses, walking etc.);
- Cultural resources (built heritage, cultural landscape, archaeology);
- Road characterization (road classification, right-of-way widths, level of service (current and projected), weight restrictions, number of lanes, pavement structure, intersection configuration, road alignment (vertical and horizontal), reduced load designations, posted speed, truck route designation, watercourse crossings, culvert types, rail crossings, steep grades, visibility, etc.);
- Traffic volumes;
- Five year vehicle collision history by link/intersection including wildlife.

The description of the baseline conditions will be used as the basis from which to assess the potential for change as a result of the use and possible improvement to the route or alternative routes where being considered.

6.0 Develop the Evaluation Approach

A Technical Advisory Committee (TAC) will be set up with representatives of Town of Halton Hills, Town of Milton, and Region of Halton, as well as the Township of Guelph/Eramosa to provide input on the evaluation approach. The County of Wellington will also be invited to attend.

If alternative routes are to be considered, the evaluation of the identified alternative routes is to be conducted in a systematic, comprehensive and traceable manner, based on a set of evaluation criteria and indicators. Similarly, if only one route is being evaluated with respect to impacts, it should also be evaluated in a systematic, comprehensive and traceable manner based on a set of evaluation criteria and indicators.

Typical criteria, where applicable, may include:

- Potential for disruption to sensitive land uses;
- Conformity with applicable plans and policies;
- Potential for impacts to residents;
- Potential for disruption to users of recreation facilities, community features and institutions;
- Potential property impacts;
- Potential for impact to business enterprises;
- Potential for impact to agricultural operations;
- Potential for impact to property values;
- Potential for disturbance to built heritage features or archaeological resources;
- Potential for impact to transportation facilities (i.e. change in service level, change in road safety, impact on alternative transportation modes).

The monetary costs for mitigation work, to address haul route impacts, will be estimated for the alternative routes considered.

Both quantitative and qualitative data should be collected for the criteria noted where available. The criteria, and their relative importance, are to be confirmed through agency consultation prior to their application. It is expected that a meeting will be held with the TAC to achieve this confirmation and to generally confirm the results of the identification of baseline conditions.

The assessment of effects is to consider the potential increase in truck volumes, as a result of the quarry activity, over the anticipated future background traffic volume. This is to be considered for a proposed route or for each alternative route where applicable. As well, the assessment of the routes is to consider any needed improvements to the routes to support the increase in truck volumes (see next section).

7.0 Assess Road Improvements

Road improvements, if required, are to be identified for each route, to support the forecast traffic (existing plus growth due to other development and due to the quarry development). Improvement requirements, where required, may include road widenings, resurfacing, turning lanes, new crossings/grade separations, paved shoulders, signals, etc. and will be considered in the analysis completed to determine improvements to a proposed route or to compare the route options and impacts where applicable.

The route assessment is to be presented in a matrix format, describing the potential for effect for each indicator/alternative.

8.0 Comparatively Evaluate and Recommend the Preferred Route(s)

Where alternative routes are under consideration, on the basis of the collected data/assessment of effects for each of the alternative routes, the alternatives are to be comparatively evaluated. The preference would be to use a qualitative evaluation method, to be supported by a quantitative evaluation method, if the data type support one. In comparing the alternatives, the relative importance of the criteria is to be considered. The advantages and disadvantages of the alternative routes are to be compared and considered in the rationalization of the preferred route(s).

9.0 Describe Effects and Mitigation for the Preferred Route(s)

For the preferred haul route(s), provide a description of the potential effects that are expected to occur from the anticipated truck traffic volumes. This description of effects is to be based on the evaluation criteria, plus other more detailed criteria, if appropriate. Assess the overall acceptability of the route and the effects of increased truck traffic on the quality of life for the affected individuals/communities. The proponent is to demonstrate that the effects of the preferred alternative (with the proposed truck volumes) can be considered as being "reasonable" and "acceptable".

Any property requirements to support the preferred haul route(s) are to be described.

Mitigation measures to avoid or minimize effects shall be described. The method, to regulate/enforce the use of the prescribed route(s) by all trucks associated with the quarry, is to be described.

It is expected that a meeting will be held with the TAC to confirm the results of the haul route evaluation, identification of mitigation works and preliminary preferred route(s).

10.0 Prepare Draft and Final Evaluation Reports

A table of contents of the report is to be prepared and circulated to the Township of Guelph/Eramosa, Town of Milton, Town of Halton Hills, and the Region of Halton, prior to its completion. It will also be provided to Ministry of Transportation for their information.

A draft report is to be prepared, that describes the evaluation process, and circulated to the agencies noted above for comment.

The report is to be finalized, considering the comments received on the draft report.

The number of copies of the report will be set through the consultation process. Sufficient copies of the draft report and final report shall be provided to satisfy the circulation requirements of the agencies. Reports will be required in both hard copy and digital formats.

11.0 Public and Agency Consultation

The haul route study is being prepared as a support document to the rezoning process for the subject lands. It is expected that this document will be presented, and considered, as part of the ongoing public consultations and agency consultation that are part of the rezoning process.

The Township of Guelph/Eramosa, as the municipality leading this process, will direct the proponent as to the need for, and timing, for any additional formal public and/or agency consultations/meetings that may be required as this study is completed. It is requested that written acknowledgement be obtained from these agencies regarding their interest and/or concerns with this project and provided to the Township to the attention of Ms. Kelsey Lang, Planning Associate. All consultation related materials, including meeting minutes and comments received and responses are to be provided throughout the study process.

Closing Comments

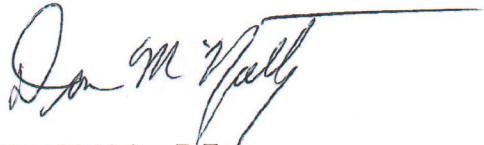
This letter has provided a draft TOR for the completion of a haul route study by the proponent for the "Hidden Quarry" development. If there are any questions pertaining to this assignment please give us a call.

Yours truly,

R.J. Burnside & Associates Limited



Henry Centen, P.Eng.
Senior Transportation Engineer
DMcN:sj

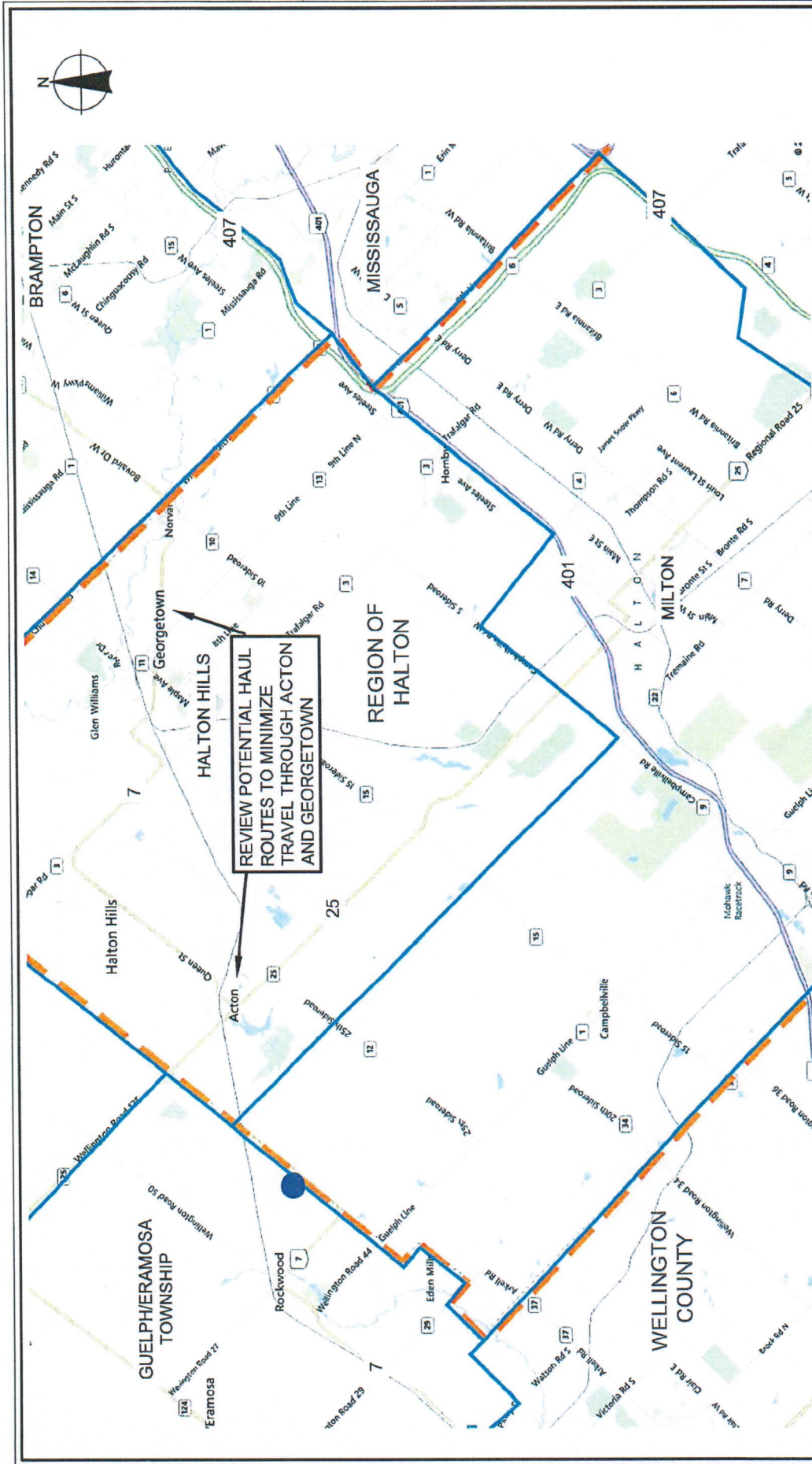


Don McNalty, P.Eng.
Vice President, Public Sector

Enclosure(s) Figure 1 – Study Area

cc: Elizabeth Howson, Macaulay Shiomi Howson Ltd. (Via: Email - howson@mshplan.ca)
 Kelsey Lane, Township of Guelph/Eramosa, (Via: Email - klang@get.on.ca)

141010_TOR_Haul_Route_Study_300032475
21/11/2014 9:23 AM



		HAUL ROUTE EVALUATION TERMS OF REFERENCE STUDY AREA	
		Figure Title	Figure No.
GUELPH/ERAMOSA TOWNSHIP		Drawn	Date
		JBL	14/09/05
Client		Checked	Project No.
		HC	300032475
		Scale	
		NTS	

- LEGEND**
-  SITE LOCATION
 -  REGION BOUNDARY
 -  MUNICIPAL BOUNDARY

Meeting Notes Hidden Quarry Haul Route Study

Location: Burnside office In Guelph

Feb 4 2015

In attendance: Greg Sweetnam, Leigh Mugford, Don McNalty, Henry Centen, Joseph Gowry

Henry asked for detail in the HRS in the areas of:

- Accident rate potential on the routes
- Sensitivity of the Hwy 25 corridor in the Acton Town area as opposed to the rural areas
- Commercial truck traffic analysis
- Exploration of the Guelph Line option
- Do not need to address the later sections in the TOR but need to go into more depth on the other routes we indicated trucks would be travelling on (55%/25%..)
- 3 routes volume sensitive. Volumes of existing commercial traffic, accident rates, any level of mitigation, highlight less traffic in Rockwood, more details on supplanting traffic (from Guelph), list any positive impacts,
- Identify any know constraints ie the corner in Acton

The Acton industrial Park was mentioned by Don- is there a TIS for it? Are there any numbers that can be used from it?

The TAC has not had input into the report creation process so far.

There is an October version of the HRS TOR that JDCL needs a copy of.



June 26, 2015

Via: Email (kwingrove@get.on.ca)

Ms. Kim Wingrove
Chief Administrative Officer
Township of Guelph/Eramosa
8348 Wellington Road 124
P. O. Box 700
Rockwood ON NOB 2K0

Dear Ms. Wingrove:

**Re: Peer Review of Haul Route Study
Proposed Eramosa Quarry (Hidden Quarry)
James Dick Construction Ltd.
Project No.: 300032475.0000**

This review provides our peer review of the following study:

Haul Route Study, Eramosa Quarry, Township of Guelph-Eramosa; prepared by Cole Engineering; dated March 2015.

In completing this peer review we have also considered the following related reports:

- Revised Traffic Impact Study, Eramosa Quarry, Township of Guelph-Eramosa; prepared by Cole Engineering; dated December 2013.
- Eramosa Quarry, Final Traffic Impact and Haul Route Assessment; prepared for the Town of Halton Hills by Hatch Mott MacDonald; dated March 3, 2015.
- Letter Response to Burnside's April 7, 2014 Comments, Eramosa Quarry, Township of Guelph-Eramosa; prepared by Cole Engineering; dated April 17, 2014.
- Review of JDCL Traffic Impact Study and Haul Route Study; prepared by Concerned Residents Coalition (CRC Rockwood Inc.); dated April 27, 2015.
- Letter Response to CRC Memo dated April 27, 2015; prepared by James Dick Construction Limited (Greg Sweetnam); dated June 26, 2015.

The Haul Route Study is based on a Terms of Reference prepared by Burnside, dated October 10, 2014.

Haul Route Study (HRS) – Cole Engineering

The main conclusions of the Cole HRS are summarized as follows (paraphrased):

- a) The proposed quarry is forecast to generate an average of 14 two-way trips per hour, an average peak of 26 two-way trips per peak hour, average peak daily traffic of 230 trips during the peak month and a total of 21,233 truck loads per year (i.e., 42,466 two-way trips). During the off-peak season, the Eramosa Quarry is expected to produce approximately 20 two-way trips per day.
- b) Quarry operations will ensure no queuing of trucks occurs on adjacent roadways.
- c) Quarry policies and enforcement by local authorities will ensure that drivers use only the King's Highway 7 and Regional roads (both of which are existing truck haul routes). The Eramosa Quarry will service markets to the east of Rockwood, replacing the Guelph Quarry in those markets. The Guelph Quarry will serve markets to the west of Rockwood. Therefore the Guelph Quarry traffic through Rockwood will be reduced to zero.
- d) A comparison was made of the potential reduction in truck trips, due to the proposed quarry being closer to the market than alternate quarry sources. Based on the assumptions made in the analysis, it was concluded that 1,505,282 km of truck trips could be reduced by the new quarry, thereby increasing road safety.
- e) The quarry traffic is estimated to be about 2% of the peak hourly traffic on Highway 7, which is considered to not be significant.
- f) The largest proportion of traffic (55%, equating to 126 two-way trips) is forecast to use Regional Road 25, south of Acton. Regional Road 25 presently has an AADT of about 10,461 vpd, with 7% of the AADT being heavy vehicles. The proposed quarry is forecast to increase the percentage of heavy vehicles in the AADT by about 1.0%.
- g) The intersection of Main Street / Mill Street (Highway 7) in Acton is recognized to be a constraint (i.e., for turning movements), however only 10% of the quarry traffic is forecast to use this route (i.e., about 20 two-way trips per day), with part of this traffic already existing from the Guelph Quarry operation (i.e., which will be supplanted by the new quarry).
- h) It is estimated that the increase in traffic on Regional Road 25 will lead to a theoretical increase of 0.06 collisions per year in the collision rate on this road in the vicinity of Acton (i.e., about 1 additional collision over the life of the quarry), and therefore will not significantly impact roadway conditions.
- i) Based on the *Haul Route Study – Terms of Reference*, the additional truck traffic on the haul routes is considered to be very low, there will not be any appreciable negative effects on the expected haul routes, and therefore Sections 5 to 8 of the study need not be undertaken (i.e. description of baseline environmental conditions, development of environmental evaluation criteria and indicators, assessment of potential road improvements, and comparative evaluation of haul routes and recommendation of a preferred route).

Burnside Comments

1. **Coordination with Previous Traffic Impact Study** - The HRS does not reference the previous study work (i.e., Revised Traffic Impact Study (TIS), December 2013 and Response Letter, April 17, 2014). The April 17, 2014 response letter confirms the need for a left turn lane on Highway 7 at both 6th Line and at 5th Line, running continuous between the two intersections, however, the TIS has not been updated to include this recommendation. The conclusions / recommendations of these previous studies will impact the haul route. It is recommended that an updated TIS be provided, once the haul route details are confirmed.
2. **Forecast Truck Generation** - The forecast truck traffic is based on an average load of 33 tonnes. Insufficient information is provided in the TIS to confirm the veracity of this assumption. However, the follow-up letter from James Dick Construction Limited (JDCL) (June 26, 2015) now provides additional information on the applicant's fleet of gravel trucks and the haulage requirements associated with the aggregate product from the Eramosa Quarry. This supplementary information supports the assumptions made in the HRS and TIS with respect to truck generation. It is recommended that the HRS be revised to include this supplementary data.
3. **Coordination of Operations Between Guelph Quarry and Eramosa Quarry** - A follow-up email (March 15, 2015) from James Dick Construction Limited (JDCL) indicates that the existing Guelph Quarry will continue to service eastern markets using the Hanlon Expressway to access Highway 401. This appears to be contrary to the HRS, which suggests that the proposed Eramosa Quarry will supplant the supply from the Guelph Quarry, which has the benefit of removing the existing Guelph Quarry traffic through Rockwood and Acton. In the Hatch Mott MacDonald study (March 3, 2015, Town of Halton Hills), it was noted that no existing Guelph Quarry trucks were observed to be travelling through Rockwood in observations made in February 2015. The CRC submission also indicates that there is very little JDCL traffic presently travelling through Rockwood. The JDCL letter (June 26, 2015) clarifies that the loads shipped through Rockwood, from the Guelph Quarry, are being supplanted by the new quarry, however no quantification is provided to confirm if this represents any significant reduction in existing truck traffic (i.e. net increases in truck traffic on the haul routes due to the proposed Eramosa Quarry). The HRS should quantify the existing and proposed haul routes / truck volumes for the existing Guelph Quarry and any impacts on the analysis of the operations of the proposed Eramosa Quarry haul routes.
4. **Potential Reduction in Provincial Truck Travel** - Insufficient information is provided in the HRS to confirm if the assumptions made are reasonable, with respect to the forecast reductions in the kilometres of truck traffic provincially, resulting from the Eramosa Quarry being closer to market than alternate aggregate sources.
5. **Safety Issue At Intersection of Main Street / Mill Street (Highway 7, Acton)** - The turning constraints / safety issues at the intersection of Main Street / Mill Street (Highway 7, Acton) have not been quantified. Turning templates should be provided for the heavy vehicles, along with confirmation of how many heavy vehicles are currently making this turn, including the contribution that is attributable from the Guelph Quarry. Insufficient information has been provided to conclude that the forecast trips from the Eramosa Quarry (i.e., 20 trips per day) can be safely accommodated for this turning movement. The Hatch Mott MacDonald

study (March 3, 2015, Town of Halton Hills), reports observing trucks routinely mounting the curb to negotiate this turn, as well as significant pedestrian volumes in this area. The HRS should more fully address this potential safety issue.

- 6. Safety Impacts of Increased Truck Percentages on Haul Routes** - The HRS suggests that increasing the heavy traffic on Regional Road 25 (south of Acton) from 7% of the AADT to 8% of the AADT is not significant, considering the very small percentage increase in potential collisions that this may promote. However, Burnside's calculations indicate that the percentage of heavy vehicles is forecast to grow by about 17% on this road, and that this percentage may be a more appropriate indicator of collision potential and/or severity.

The Hatch Mott MacDonald study (March 3, 2015, Town of Halton Hills), estimates that about 40% of all of the truck traffic entering Acton from the north travels east on Mill Street, with the remainder going south on Regional Road 25 (Main Street). It was suggested that this travel pattern may be an attempt to avoid a truck inspection station on Highway 401 in this area. The HMM report estimates that the Eramosa Quarry traffic may increase the heavy truck traffic by 9 to 12% through Acton (i.e., based on the trip generation forecast in the HRS). The HMM report provides additional analysis of collisions on the total Highway 7 connecting link in Acton, and notes that approximately 7% of the collisions in the 2008 to 2010 time period involved heavy trucks. It was noted that previous safety review, in this area, have shown that 80% of the heavy vehicles inspected had to be taken out of service.

Based on our review of this additional data, we conclude that the safety analysis in the HRS is incomplete and should be expanded to include the full length of the Regional Road 25 corridor, as well as the other haul routes that are being considered. In this respect, further review is also required for the potential use of Regional Road 1 (Guelph Line), which may be a preferred route to accommodate some of the forecast traffic from the quarry.

- 7. Forecast Peak Period Truck Traffic** - Based on a review of the aggregate shipping data for the proxy site (i.e., Erin Pit), the HMM report indicates that, for a single day in August 2011, the records show a peak daily truck trip rate that is 52% higher (i.e., 348 two-way trips) than the rate forecast in the HRS, and a peak hour truck trip rate (i.e., 46 two-way trips) that is 77% higher than the rate forecast in the HRS. We note that the rates reported in the HRS are averages for the peak periods (i.e., which include Saturday production, which is significantly lower than the weekday production). Therefore, it is expected that there will be short term peak conditions that exceed the average forecasts in the HRS. It is reasonable to use these average peaks when determining impacts associated with increased Annual Average Daily Traffic (AADT). However, the use of average peak conditions may not be appropriate for intersection analysis purposes, if higher short term peak conditions occur frequently. The HRS should provide representative shipping data from the Erin Pit, to confirm whether the peak period truck traffic is under-estimated in the HRS.
- 8. Need For Additional Environmental Review** - The HRS does not complete an assessment of the physical constraints, land use conflicts or pedestrian crossing conflicts, concluding that the small increase in truck traffic does not warrant these assessments. Considering the need for further review of the truck volumes / movements and haul route safety issues, as identified in our other peer review comments, the need for a more holistic environmental review cannot be confirmed at this time. Once updated information is provided, further comment will be provided to confirm whether the potential truck increases warrant such additional consideration.

9. **Consideration of Alternate Haul Routes** - The HRS does not consider alternative haul routes, beyond the Highway 7 and Regional Road 25 routes. Guelph Line should be further investigated for its ability to take additional truck traffic from the Eramosa Quarry. Further justification should be provided on the distribution of truck traffic, considering the existing, and potential, routes. Planning initiatives should be identified in the HRS, including the longer term potential for a bypass around Acton and around Georgetown, as well as for the potential network implications of MTO's ongoing GTA West Transportation Corridor study. The impact on the planned improvements to Wellington Road 50 should be identified, and considered for their potential to divert additional truck traffic around Acton.
10. **Truck Queuing At The Quarry Site Access** - Neither the HRS, or the revised TIS, has provided details of the queuing space that will be provided on-site for trucks waiting to be loaded. However the follow-up letter from JDCL (June 26, 2015) has confirmed that there will be space for on-site queuing of dozens of trucks, once the gates are opened. When the gates are closed, there will be sufficient space for a single truck to queue off of the roadway. Policies/enforcement are proposed to ensure that offsite queuing issues do not develop. Burnside recommends that these operational details be incorporated into the revised HRS and development agreement for this project.

In conclusion, we recommend that the Haul Route Study for the Eramosa Quarry be revised and resubmitted to address the issues identified in our comments.

Yours truly,

R.J. Burnside & Associates Limited



Henry Centen, P.Eng.
Senior Transportation Engineer
HBC:ls



Don McNalty, P.Eng.
Vice President, Public Sector

cc: Elizabeth Howson, Macaulay Shiomi Howson Ltd. (Via: Email – howson@mshiplan.ca)

Response Matrix for Burnside Letter dated June 26, 2015

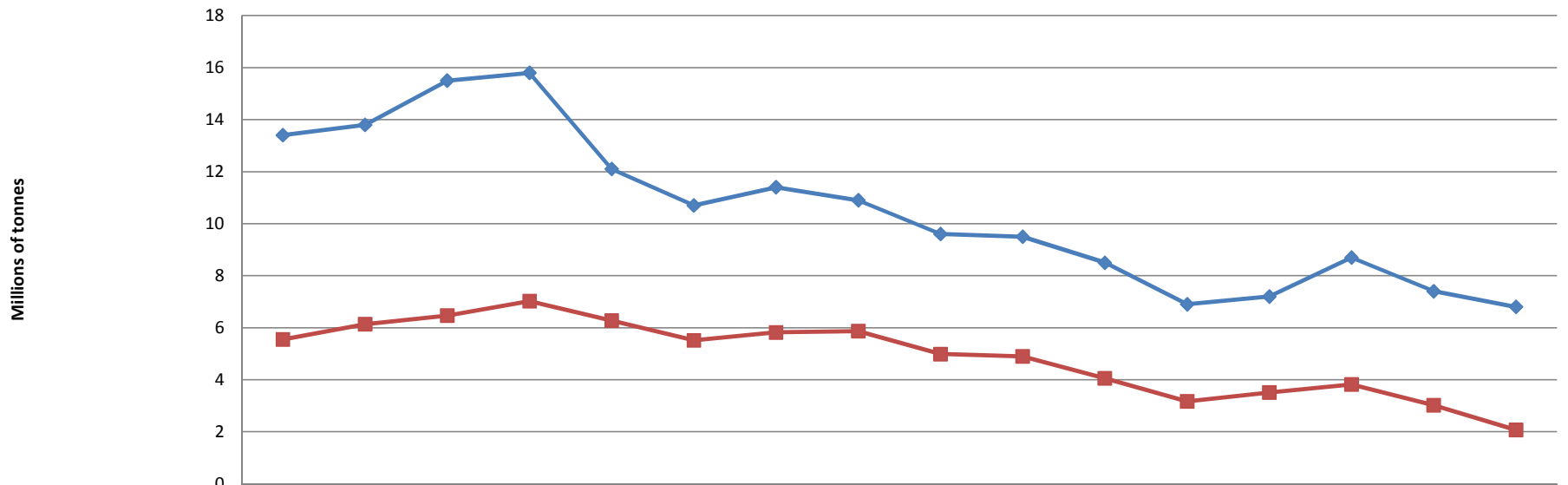
Response Date July 23, 2015

Agency	#	Comment	Response	Action Item
Burnside Haul Route Study Comments	1	<p>Coordination with Previous Traffic Impact Study - The HRS does not reference the previous study work (i.e., Revised Traffic Impact Study (TIS), December 2013 and Response Letter, April 17, 2014). The April 17, 2014 response letter confirms the need for a left turn lane on Highway 7 at both 6th Line and at 5th Line, running continuous between the two intersections, however, the TIS has not been updated to include this recommendation. The conclusions / recommendations of these previous studies will impact the haul route. It is recommended that an updated TIS be provided, once the haul route details are confirmed.</p>	<p>Cole to amend TIS once haul route details are confirmed.</p>	<p>Cole</p>
Burnside Haul Route Study Comments	2	<p>Forecast Truck Generation - The forecast truck traffic is based on an average load of 33 tonnes. Insufficient information is provided in the TIS to confirm the veracity of this assumption. However, the follow-up letter from James Dick Construction Limited (JDCL) (June 26, 2015) now provides additional information on the applicant's fleet of gravel trucks and the haulage requirements associated with the aggregate product from the Eramosa Quarry. This supplementary information supports the assumptions made in the HRS and TIS with respect to truck generation. It is recommended that the HRS be revised to include this supplementary data.</p>	<p>Cole to amend HRS to include fleet average payload information as submitted by JDCL to H. Centen of Burnside dated June 26, 2015</p>	<p>Cole</p>
Burnside Haul Route Study Comments	3	<p>Coordination of Operations Between Guelph Quarry and Eramosa Quarry - A follow-up email (March 15, 2015) from James Dick Construction Limited (JDCL) indicates that the existing Guelph Quarry will continue to service eastern markets using the Hanlon Expressway to access Highway 401. This appears to be contrary to the HRS, which suggests that the proposed Eramosa Quarry will supplant the supply from the Guelph Quarry, which has the benefit of removing the existing Guelph Quarry traffic through Rockwood and Acton. In the Hatch Mott MacDonald study (March 3, 2015, Town of Halton Hills), it was noted that no existing Guelph Quarry trucks were observed to be travelling through Rockwood in observations made in February 2015. The CRC submission also indicates that there is very little JDCL traffic presently travelling through Rockwood. The JDCL letter (June 26, 2015) clarifies that the loads shipped through Rockwood, from the Guelph Quarry, are being supplanted by the new quarry, however no quantification is provided to confirm if this represents any significant reduction in existing truck traffic (i.e. net increases in truck traffic on the haul routes due to the proposed Eramosa Quarry). The HRS should quantify the existing and proposed haul routes / truck volumes for the existing Guelph Quarry and any impacts on the analysis of the operations of the proposed Eramosa Quarry haul routes.</p>	<p>Loads shipped from the Gueph Quarry that are destined directly for the GTA market now and in future will use the Hanlon Expressway and the 401 corridor. Loads from the Guelph Quarry which are shipped to Acton and Georgetown currently move across Highway 7 through Guelph, Rockwood and Acton to service these markets. In the event the Hidden Quarry is approved, loads to Acton and Georgetown would ship from the Hidden Quarry through Acton and Georgetown, as appropriate, to service local jobs along Provincial Highway 7. As such, loads from the Hidden Quarry would supplant loads currently shipped from the Guelph Quarry. This of course has the benefit of removing Guelph Quarry traffic from Guelph and Rockwood. As a matter of conservatism, Cole Engineering did not account for any load supplantation in any of their calculations. For clarity, in the event the Hidden Quarry were to be approved, it would not replace the Guelph Quarry, it would merely displace loads currently shipped to a market more efficiently served by the Hidden Quarry. As importantly, the presence or absence of the Hidden Quarry will not impact on aggregate consumption or the location of new development that uses aggregate in its construction. Those job sites in Acton and Georgetown recieve aggregate products today, the difference being that they may be shipped in from distant sources. As such, there is no "new" traffic being generated by the Hidden Quarry, only a new source. Truck traffic from Halton pits and quarries has been in steady decline over the past decade. The Town of Halton Hills and the Region of Halton have seen a significant decline in the local production of aggregate products. According to TOARC statistics, the Region of Halton production has declined from 15.8 million tonnes in 2001 to a low of 6.8 million tonnes in 2013. Similarly Burlington and Halton Hills (statistics combined to ensure confidentiality) have together seen a precipitous drop from 7.0 million tonnes to 2.1million tonnes over the same period.</p>	<p>JDCL- Provide TOARC Statistics fro Halton to Burnside</p>

Burnside Haul Route Study Comments	4	<p>Potential Reduction in Provincial Truck Travel - Insufficient information is provided in the HRS to confirm if the assumptions made are reasonable, with respect to the forecast reductions in the kilometres of truck traffic provincially, resulting from the Eramosa Quarry being closer to market than alternate aggregate sources.</p>	<p>Cole has provided a list of the closest competing quarries to the market area to be served by the Hidden Quarry. The Bolton concrete plant has been used as a proxy for the centroid of the marketplace serviced by the Hidden Quarry that can be generally defined as the west central GTA with a focus on the northerly development fringe. The use of proxy locations to define a market area is reasonable and was the approach taken in The State of the Aggregate Resource in Ontario Paper Five dealing with analysis of high quality stone reserves. In that case the Vaughan Corporate City Centre was used as a market proxy. James Dick tends to be more Caledon and Peel centric and as such we shift the proxy location to Bolton as we believe it better describes our market area. Because there is such a large deficit in GTA consumption vs. GTA production of stone reserves, it is unlikely that any material from the few remaining GTA quarries would be replaced by material shipped from Hidden Quarry. Material from Hidden Quarry would supplant material coming into the GTA from more distant quarries listed by Cole. A figure has been prepared based Figure 3 entitled "Remaining Reserves in Relation to the Vaughan Corporate City Centre" from the <u>State of the Aggregate Resource in Ontario Report Paper 5</u> on the indicating the locations of these competing quarries relative to the market area and the Hidden Quarry. The Bolton Concrete Plant and the general Market Area for the Hidden Quarry is also shown.</p>	JDCL- Provide SAROS Paper 5 Figure 3 and a modified figure to Burnside.
Burnside Haul Route Study Comments	5	<p>Safety Issue At Intersection of Main Street / Mill Street (Highway 7, Acton) - The turning constraints / safety issues at the intersection of Main Street / Mill Street (Highway 7, Acton) have not been quantified. Turning templates should be provided for the heavy vehicles, along with confirmation of how many heavy vehicles are currently making this turn, including the contribution that is attributable from the Guelph Quarry. Insufficient information has been provided to conclude that the forecast trips from the Eramosa Quarry (i.e., 20 trips per day) can be safely accommodated for this turning movement. The Hatch Mott MacDonald study (March 3, 2015, Town of Halton Hills), reports observing trucks routinely mounting the curb to negotiate this turn, as well as significant pedestrian volumes in this area. The HRS should more fully address this potential safety issue.</p>	<p>An AutoTURN assessment will be undertaken to determine the impact of a truck movement and whether it can be appropriately accommodated within the intersection.</p>	Cole
Burnside Haul Route Study Comments	6	<p>Safety Impacts of Increased Truck Percentages on Haul Routes - The HRS suggests that increasing the heavy traffic on Regional Road 25 (south of Acton) from 7% of the AADT to 8% of the AADT is not significant, considering the very small percentage increase in potential collisions that this may promote. However, Burnside's calculations indicate that the percentage of heavy vehicles is forecast to grow by about 17% on this road, and that this percentage may be a more appropriate indicator of collision potential and/or severity.</p> <p>The Hatch Mott MacDonald study (March 3, 2015, Town of Halton Hills), estimates that about 40% of all of the truck traffic entering Acton from the north travels east on Mill Street, with the remainder going south on Regional Road 25 (Main Street). It was suggested that this travel pattern may be an attempt to avoid a truck inspection station on Highway 401 in this area. The HMM report estimates that the Eramosa Quarry traffic may increase the heavy truck traffic by 9 to 12% through Acton (i.e., based on the trip generation forecast in the HRS). The HMM report provides additional analysis of collisions on the total Highway 7 connecting link in Acton, and notes that approximately 7% of the collisions in the 2008 to 2010 time period involved heavy trucks. It was noted that previous safety review, in this area, have shown that 80% of the heavy vehicles inspected had to be taken out of service.</p> <p>Based on our review of this additional data, we conclude that the safety analysis in the HRS is incomplete and should be expanded to include the full length of the Regional Road 25 corridor, as well as the other haul routes that are being considered. In this respect, further review is also required for the potential use of Regional Road 1 (Guelph Line), which may be a preferred route to accommodate some of the forecast traffic from the quarry.</p>	<p>The Cole HRS is forecast using peak month truck traffic forecasts and is comparing it to an Annual Average Daily Traffic (AADT) count. While there may be a peak increase of 17% increase in truck traffic during the summer (which still increases the overall proportion of trucks from 7% to 8% on Regional Road 25), during the winter months, the study also forecasts an increase in 10 truck trips along Regional Road 25, or an increase of 1.4%.</p> <p>Also, the truck distribution observed by HMM is for all trucks, whereby we are forecasting the truck trips for a very specific group of trucks, which are not expected to behave in a similar manner.</p> <p>Information from TOARC (The Ontario Aggregate Resource Corporation), also shows a decrease in aggregate production within Halton Region and Halton Hills since 2001, so the truck traffic associated to the Eramosa Quarry, will also be supplanting trips from other quarries in the area.</p>	Provide TOARC Aggregate Production Statistics to Burnside

Burnside Haul Route Study Comments	7	<p>Forecast Peak Period Truck Traffic - Based on a review of the aggregate shipping data for the proxy site (i.e., Erin Pit), the HMM report indicates that, for a single day in August 2011, the records show a peak daily truck trip rate that is 52% higher (i.e., 348 two-way trips) than the rate forecast in the HRS, and a peak hour truck trip rate (i.e., 46 two-way trips) that is 77% higher than the rate forecast in the HRS. We note that the rates reported in the HRS are averages for the peak periods (i.e., which include Saturday production, which is significantly lower than the weekday production). Therefore, it is expected that there will be short term peak conditions that exceed the average forecasts in the HRS. It is reasonable to use these average peaks when determining impacts associated with increased Annual Average Daily Traffic (AADT). However, the use of average peak conditions may not be appropriate for intersection analysis purposes, if higher short term peak conditions occur frequently. The HRS should provide representative shipping data from the Erin Pit, to confirm whether the peak period truck traffic is under-estimated in the HRS.</p>	<p>The peak day shipping data is an outlier and should not be considered as a measure for design, which occurred on 1 day out of 365 days for a year. Even shopping centers are not designed to accommodate the Christmas Shopping Season, which is very short in duration.</p> <p>While we agree that there may be days in which traffic generated by the Eramosa Quarry may exceed the traffic forecast by the HRS, we anticipate (that since this "average" volume is derived from the peak month, we expect the remaining 11.5 months of the year to operate with less truck traffic from the Eramosa Quarry and represents a 96 percentile design standard, which is much higher than the typical 85th percentile design standard.</p>	Intersection analysis being provided as in response to Comment 5.
Burnside Haul Route Study Comments	8	<p>Need For Additional Environmental Review - The HRS does not complete an assessment of the physical constraints, land use conflicts or pedestrian crossing conflicts, concluding that the small increase in truck traffic does not warrant these assessments. Considering the need for further review of the truck volumes / movements and haul route safety issues, as identified in our other peer review comments, the need for a more holistic environmental review cannot be confirmed at this time. Once updated information is provided, further comment will be provided to confirm whether the potential truck increases warrant such additional consideration.</p>	<p>The Haul Route TOR outlines a Stage 1 and Stage 2 approach, in which the need for the Phase 2 Study needs to be justified. The Cole HRS did incorporate parts of the Stage 2 Study. Further analysis can be undertaken in areas which are deemed to require additional investigation.</p>	
Burnside Haul Route Study Comments	9	<p>Consideration of Alternate Haul Routes - The HRS does not consider alternative haul routes, beyond the Highway 7 and Regional Road 25 routes. Guelph Line should be further investigated for its ability to take additional truck traffic from the Eramosa Quarry. Further justification should be provided on the distribution of truck traffic, considering the existing, and potential, routes. Planning initiatives should be identified in the HRS, including the longer term potential for a bypass around Acton and around Georgetown, as well as for the potential network implications of MTO's ongoing GTA West Transportation Corridor study. The impact on the planned improvements to Wellington Road 50 should be identified, and considered for their potential to divert additional truck traffic around Acton.</p>	<p>The Hidden Quarry will not change the rate of consumption nor the location of consumption of aggregate products. The destination markets for quarried products are construction sites and concrete and asphalt plants serving this development. The GTA, Georgetown and Acton currently consume large volumes of aggregate in the construction and maintenance of roads, infrastructure, homes and businesses. Every load shipped from the Hidden Quarry to these markets will supplant a load that would have been delivered from a competing pit or quarry. As such there is not really any "new" traffic generated by the Hidden Quarry, only a new origin to replace depleted quarries. Hidden Quarry is much closer than many competitors and as such will reduce overall traffic. Guelph Line has been considered as a haul route and will be used to service local markets that are to the south of the proposed Hidden Quarry. Transportation to markets to the east, being Toronto, Peel and Halton, are better served using Provincial Highway 7 and Regional Road 25, rather than the Guelph Line route for several considerations. Firstly, the distance is approximately 9 km shorter on a round trip basis than the Guelph Line route. Secondly, the Guelph Line route uses a section of the Eramosa-Milton Townline (Regional Road 32) that has seasonal truck restrictions on it where truck use is not permitted a certain times of the year. Thirdly, while the Hwy 7/25 route requires only two turning movements to access Hwy 401, the Guelph Line route requires five turning movements to access Hwy 401. For these reasons, the Hwy7/25 route is the preferred option, however, the Guelph Line route remains an option should Hwy 7/25 become more congested in future or in the event of road blockage or construction activities. The Hwy 7 bypass of Acton is not currently a project in the approvals process at the MTO and is identified in the Halton Transportation Master Plan figure 7.2 as "Alignment Subject to Further Study and Approval of the MTO". As such it is premature to include it in any discussion of existing haul roads. Similarly, the GTA West corridor, while in the Environmental Assessment Process, is located far to the east of the Acton and will not provide a viable truck route around Acton. Wellington County Road 50 improvements will facilitate deliveries to the north, however, this route is not a viable route to the 401 as it lies in the opposite direction.</p>	
Burnside Haul Route Study Comments	10	<p>Truck Queuing At The Quarry Site Access - Neither the HRS, or the revised TIS, has provided details of the queuing space that will be provided on-site for trucks waiting to be loaded. However the follow-up letter from JDCL (June 26, 2015) has confirmed that there will be space for on-site queuing of dozens of trucks, once the gates are opened. When the gates are closed, there will be sufficient space for a single truck to queue off of the roadway. Policies/enforcement are proposed to ensure that offsite queuing issues do not develop. Burnside recommends that these operational details be incorporated into the revised HRS and development agreement for this project.</p>	<p>Cole to include truck queuing policies into the revised HRS.</p>	<p>Cole - Include Truck queuing policies in HRS.</p>

Halton Region Annual Aggregate Production in millions tonnes reported by TOARC



	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
◆ Halton Region	13.4	13.8	15.5	15.8	12.1	10.7	11.4	10.9	9.6	9.5	8.5	6.9	7.2	8.7	7.4	6.8
■ Halton Hills/Burlington	5.54	6.14	6.47	7.02	6.27	5.51	5.82	5.87	4.99	4.90	4.06	3.17	3.51	3.82	3.02	2.07

Transportation Savings at Hidden Quarry

Quarry	Distance to JDCL Bolton Ready Mix*	Difference from Test Case km	2-ways km	Average Additional km
Closest Amabel Quarries Outside GTA West	Georgian Duntroon	90.1	35.7	71.4
	MAQ	91.0	36.6	73.2
	Lafarge Dundas	94.2	39.8	79.6
Remaining Quarries in GTA West	Nelson Burlington	76.2	21.8	43.6
	Dufferin Milton	43.5	-10.9	-21.8
	Dufferin Acton	42.5	-11.9	-23.8
Test Case	JDCL Hidden Quarry	54.4	0	0

Bolton Ready Mix Plant was used because it is a real operation in the epicentre of the market that **Hidden** will serve (Halton, York and Peel) with close proximity to North Brampton, Caledon Whitebelt, Vaughan and the new GTA West Corridor.

All distances calculated with Google Maps door to door

Given the fact that average GTA west consumption is running on average at approximately 17 MT/Yr (Clayton Page 8)

Given that GTA current production (8MT/Yr) and licensed supplies are inadequate to meet demand

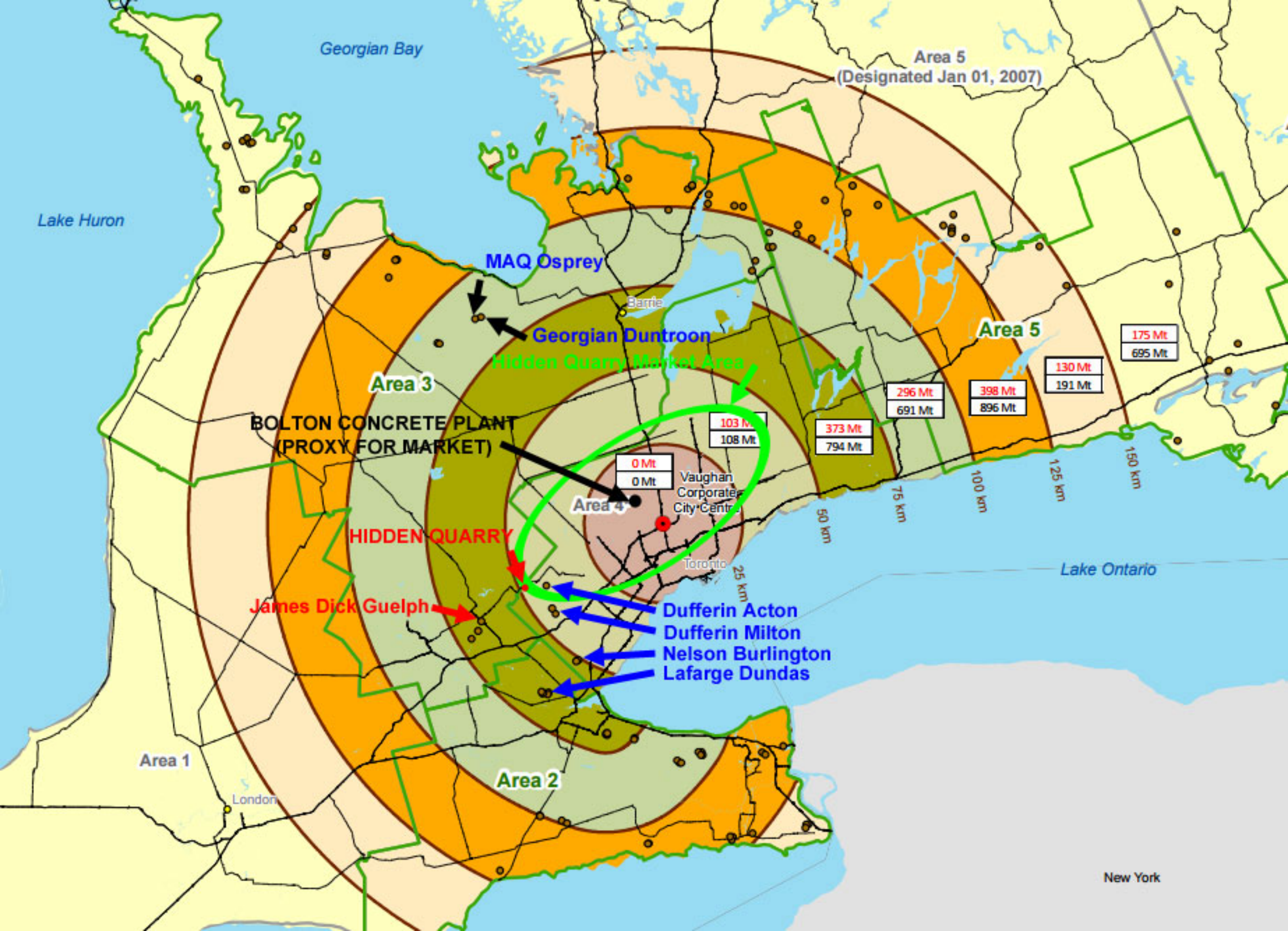
Therefore **Hidden Quarry** production will displace only Outside GTA production, however 5% is shown from GTA quarries for conservatism.

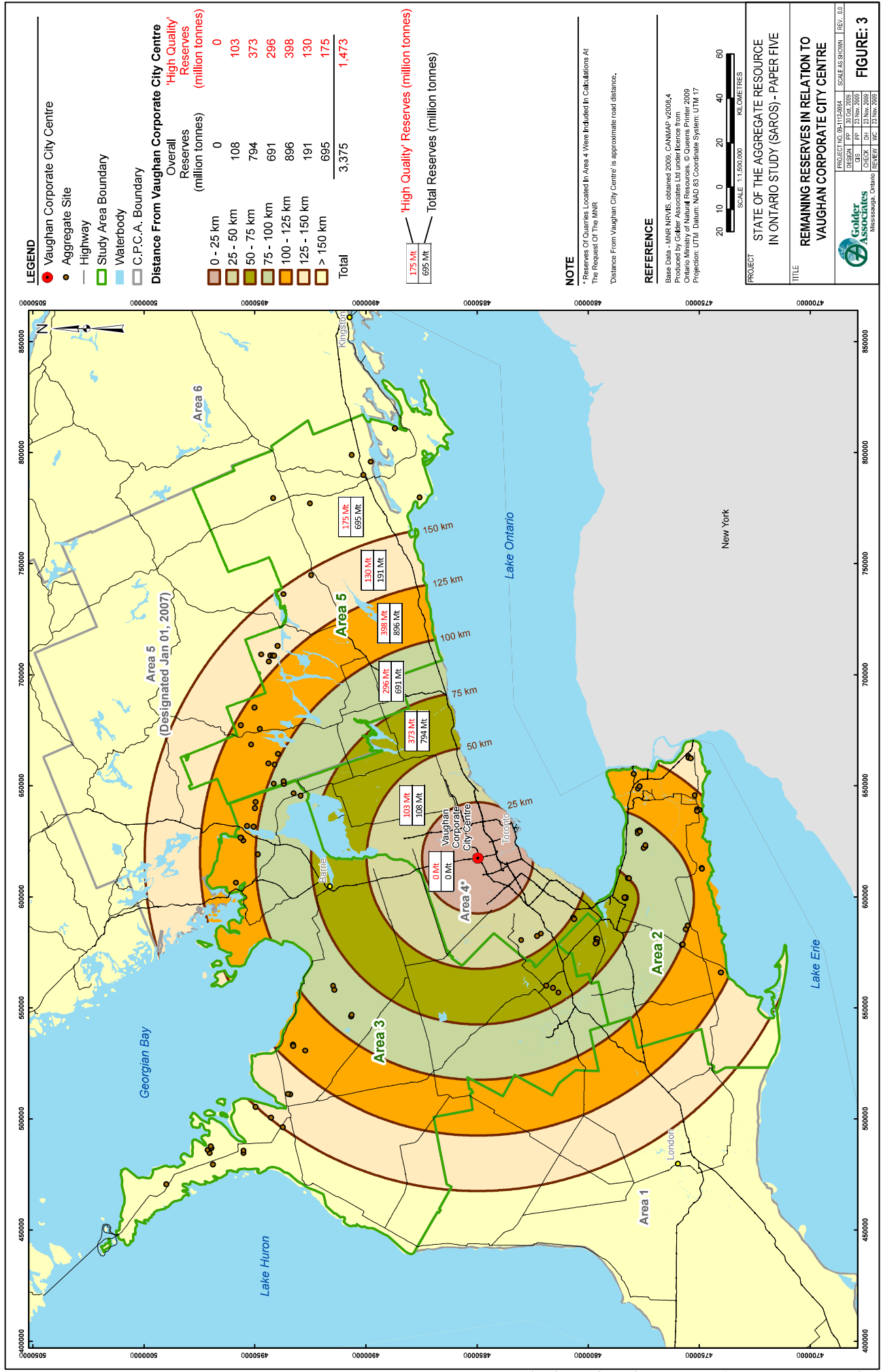
Displaced Source	Weighting	Av. Additional km	Saved km per load
Quarries Outside GTA	0.95	74.7	71.0
Quarries in GTA	0.05	-0.7	0.0
			71.0 Total Km saved per truck load

Hidden Production Level	Trucks/Annum	Km saved per truckload	Total Annual km saved
700000	21212	71.0	1,505,282.83

Hidden Quarry GHG Savings Calculation

Tonnes	T/Truck	Trucks/Annum	Km/Yr	L/Km	L/Year	CO2 Equiv	Greenhouse Gas Savings
700,000.00	33.00	21,212.12	1,585,252.53	0.51	808,478.79	2.73	2,207,147.09 kg 2,207.15 tonnes







REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Matthew T. Roj, Traffic Coordinator

DATE: April 16, 2014

REPORT NO.: INF-2014-0015

RE: Truck Strategy Update

RECOMMENDATION:

THAT Report No. INF-2014-0015, dated April 16, 2014, regarding Truck Strategy Update, be received.

AND FURTHER THAT staff continue with the actions outlined in Report No. INF-2014-0015 based on available resources and legislative authority.

BACKGROUND:

For the past years, the Town has experienced an influx of truck traffic related to fill disposal from GTA enroute to primarily the County of Wellington and the Guelph-Eramosa Township destination sites.

In 2013 and 2014, staff and some elected officials held three (3) Truck Strategy meetings to discuss truck related issues and to develop a strategy to address truck issues.

As a result, on October 3, 2013, Mayor Bonnette sent letters to the Honourable Glen Murray, Minister of Infrastructure and Transportation; Mr. Robert Prichard, Chair of Metrolinx; CBM St. Mary's Limehouse pit, and to Cox Construction Ltd. operating Mulmur Aggregate pit in the County of Wellington. The letters provided an overview of the Town's concerns and requested a cooperative approach to address the issues.

The Mayor's office forwarded letters to Mr. Ted Arnott, MPP of Wellington-Halton Hills. On October 8, 2013, Mr. Arnott, MPP sent supporting letters and enclosed the Mayor's correspondence to both the Minister of Infrastructure and Transportation, and the Chair of Metrolinx.

Mr. Arnott, MPP requested a review of the Mayor's concerns by both the Minister and the Chair of Metrolinx, and asked the Chair to urge his staff to set up a meeting with the Town's officials.

COMMENTS:

The following is an overview of the various actions to date related to the various letters submitted and truck traffic initiatives undertaken by the Town.

Ministry of Transportation (MTO)

Mayor Bonnette sent a letter to the Honourable Glen Murray, Minister of Infrastructure and Transportation to identify existing truck traffic issues on Hwy 7 (Connecting Link).

Due to the Connecting Link provincial designation of Hwy 7, heavy vehicles are allowed to travel through urban areas of Acton and Georgetown. The letter identified concerns with safety risks, vibration, pollution, nuisance, and noise associated with increasing truck traffic.

The letter also identified poor safety records of truck equipment, GTA fill disposal bypass of Hwy 401 weigh scales, and traffic congestion as the Town's concerns.

To mitigate the truck issues, the Town requested that MTO consider the following short-term and long-term transportation and enforcement options:

- Installation of truck inspection (lay-by area) on Hwy 7 between Fourth Line and Trafalgar Road north junction (short-term).
- Development of an MTO truck enforcement strategy for Hwy 7 (short-term).
- Assessment of an Alternative Route of Hwy 7 around Acton urban area (long-term).

On December 11, 2013, the Town received the letter from Minister Glen Murray. The letter identified future widening of Hwy 401 and its impacts on the existing truck inspection station.

Any future truck inspection stations or lay-bys installations must be considered by MTO's Road User Safety Division to ensure that the long-term implications are reviewed. The letter identified the Regional Operations Branch as the section deploying the MTO's enforcement officers.

Action:

Staff will contact the Regional Operations Branch to discuss frequency of truck enforcement in Halton Hills and coordination with the Halton Regional Police Service (HRPS).

Staff has prepared conceptual drawings of truck inspection stations that identified two location options on Hwy 7, as shown in Appendix 'A'. Land acquisition for the Option 1 facility would be required.

- Option 1 is proposed on the north side of Hwy 7 between Fourth Line and Fifth Line (at Hydro One Corridor). Two lanes of the proposed truck inspection station encroach onto the adjacent private property (see Appendix 'A').
- Option 2 is proposed on the north side of Hwy 7, east of Sixth Line, located completely within the Hwy 7 right-of-way. However, this road segment is located within the Credit Valley Conservation area and any road construction will require a CVC permit (see Appendix 'B').

The conceptual drawings are based on the truck inspection station located on Hwy 6, south of Edgewood Road in the City of Hamilton. The design of the proposed inspection station was discussed with the HRPS staff to ensure functional design standards. The conceptual drawings will be forwarded to the MTO's Road User Safety Division for further consideration.

On February 25, 2014, staff engaged MTO to review installation of an information sign (see Appendix 'C') on Hwy 7, south of Trafalgar Road north junction. The purpose of the sign is to advise motorists travelling on Hwy 7 in the northbound direction about an alternative route to the City of Guelph. On April 10, 2014, staff undertook an on-site inspection with MTO staff to finalize the proposed location of the sign. The Town's sign proposal is being considered by the MTO's head office.

Metrolinx

Mayor Bonnette sent a letter to Mr. Prichard, Chair of Metrolinx, regarding the GTA fill disposal concerns.

The letter identified the Town's limited ability to control truck traffic and the need to coordinate effort to review fill disposal strategies with the assistance of Metrolinx, the Provincial government, Regional governments and lower-tier municipalities.

On November 18, 2013, Mr. Bruce McCuaig, President and Chief Executive Officer responded on behalf of Mr. Prichard. The letter identified Metrolinx's willingness to discuss our fill disposal concerns in the context of Metrolinx's freight movement work.

Metrolinx established the GTHA Urban Freight Forum and Intergovernmental Subcommittee (IGSC), which includes both industry and government members in order to advise and help move forward on the actions identified in the Urban Freight Study.

Action:

Staff will continue to discuss current and future truck traffic impacts on the community.

CBM St. Mary's Quarry – Limehouse

Mayor Bonnette sent a letter to CBM St. Mary's Quarry requesting that the quarry develop a communication plan with residents of the Limehouse community and that CBM St. Mary's officials meet with the Town to discuss short-term and long-term plans for the Limehouse pit.

The Infrastructure Services staff received a phone call from Maureen Horton of CBM St. Mary's Quarry, which indicated a willingness of the company to cooperate with the Town on quarry related issues.

On April 2, 2014, the Mayor hosted a meeting with representatives of CBM, the outcome being an agreement to work in a cooperative manner with the Town in advising of activities related to their Fourth Line quarry site.

Mulmur Aggregate – Cox Construction Ltd.

The letter thanked Cox Construction Ltd. and Westshore Construction and Development Ltd. for assisting the Town with re-routing truck traffic around the Acton urban area.

In 2013, staff and Westshore Construction and Development Ltd. held three (3) on-site meetings to discuss re-routing of truck traffic from the pit located on Wellington Road 125 to Wellington Road 124, and to Trafalgar Road.

Action:

Staff will continue to work with Cox Construction Ltd. and Westshore Construction and Development Ltd. to advise truck drivers about alternative routes around the Town's urban areas.

Greater Toronto Countryside Mayors Alliance Meeting

On January 10, 2014, Councillor Lewis attended the Greater Toronto Countryside Mayors Alliance (GTCMA) meeting on behalf of Mayor Bonnette. Councillor Lewis identified the Town's need to by-pass truck traffic around downtown core areas, due to safety of the equipment.

The following motion was approved by GTCMA:

“That due to our limited ability to control truck traffic, the members of the Greater Toronto Countryside Mayors Alliance (GTCMA) seek direction on fill disposal strategies that could be implemented through a coordinated effort and with the assistance of Metrolinx, the Provincial government, Regional and lower-tier municipalities, and that a representative of Metrolinx be invited to attend the next GTCMA meeting to discuss this issue.”

The motion was moved by Mayor O'Connor of the Township of Uxbridge and Mayor Clayton of the Township of Brock.

County of Wellington

On October 18, 2013, the Town contacted the County of Wellington to discuss installation of “To 401” markers on Wellington Road 124 to promote an alternative route to Hwy 401 that would avoid the Acton urban area.

On January 16, 2014, the County of Wellington installed the Town’s supplied markers near the Wellington Road 124/Wellington Road 125 and Wellington Road 124/Trafalgar Road intersections to promote Trafalgar Road instead of Regional Road 25 as the preferred north-south truck route.

Region of Halton

On November 26, 2013, staff informed the Region of Halton about current truck traffic concerns and the steps that the Town could continue to undertake to address them. Staff expressed willingness to work with the Region’s staff on the goods movement strategy to examine fill disposal issues.

Halton Regional Police Service (HRPS)

In 2013, the HRPS undertook three (3) small truck enforcement blitzes in the Town that resulted in 49 trucks inspected and 112 charges laid, as a result of these inspections. The average out-of-service rate was 75 percent (%) for the entire Region.

Both the Town and the HRPS are part of the Traffic Technical Working Committee (TTWC) and North Halton Injury Prevention Committee (NHIP). On March 20, 2014, at the TTWC’s meeting, staff updated the Committee about the Town’s truck initiatives and repeated the call for additional truck enforcement in North Halton.

Staff identified various on-street and off-street locations that could be used by the HRPS to undertake truck safety enforcement blitzes.

Action:

Staff will establish a truck enforcement schedule with HRPS to ensure appropriate resources are dedicated to the Town.

Winston Churchill Boulevard

On December 3, 2013, staff sent a sign improvement proposal for Winston Churchill Boulevard (Reg. Rd. 19) to the Region of Halton. The proposal included additional "Load Restriction" signs on Winston Churchill Boulevard from Guelph Street (Hwy 7) to 17 Side Road/Mayfield Road.

On December 19, 2013, the Region of Halton forwarded a request to the Region of Peel to review the Town's proposal. The proposal also included additional signs at the Guelph Street (Hwy 7) at Adamson Street/Winston Churchill Boulevard intersection, which is under the MTO jurisdiction. The sign improvement proposal was approved by both the Region of Peel and MTO. The signs will be installed in late spring/early summer of this year.

On April 17, 2014, staff will meet with the Region of Halton and the Region of Peel staff to discuss truck traffic on Winston Churchill Boulevard (Reg. Rd. 19).

Hidden Quarry

In 2012, Cole Engineering was retained by James Dick Construction Ltd. to undertake a Traffic and Access Study.

On July 5, 2013, the Region of Halton issued a request for additional information respecting the James Dick Construction Ltd. Zoning By-law Amendment Application, Hidden Quarry. As regards to transportation matters, the Haul Route Study was requested for staff to provide formal technical comments.

In 2013, the Town retained Hatch Mott MacDonald consultants to undertake a Truck Haul Route Assessment Report based on the Hidden Quarry proposal. Staff expects to finalize the Truck Haul Route Assessment Report in May of this year.

On April 8, 2014, Guelph-Eramosa Township advised various stakeholders that a new planning consultant, MSH Planning Ltd. was retained to undertake the preparation of the planning report with regard to the Zoning By-law Amendment Application (ZBA 09/12), Hidden Quarry.

Guelph-Eramosa Township staff advised that the stakeholders meeting will be forthcoming.

Action:

Staff will collaborate with the Township to ensure information sharing.

Ministry of the Environment (MOE)

On January 30, 2014, the Town was informed that MOE was launching a review of the Province's handling of the disposal of fill and contaminated soil. The review is being undertaken after repeated requests from the Wellington-Halton Hills MPP, Ted Arnott and others to address this health and safety issue.

The Ministry anticipates that the review will take about 12 to 18 months to complete. The review process will closely follow the Management of Excess Soil – A Guide for Best Management Practices (BMP) document, the public consultation results, and on-going engagement with various stakeholders.

Third Line

Residents living adjacent to Third Line between 10 Side Road and 5 Side Road identified truck traffic and pedestrian issues. In response, this spring, the Town will install the No Heavy Trucks regulatory signs and Pedestrian Ahead warning signs on Third Line.

Milton Quarry – Dublin Line

On March 27, 2014, staff held a meeting with Holcim Ltd. (Dufferin Aggregates) to discuss among other issues quarry truck traffic. Truck traffic issues identified by staff included truck traffic travelling through the Town's rural local roads and the Hamlet of Norval, and truck traffic blocking 5 Side Road.

Holcim Ltd. staff will ensure that both issues will be reviewed and appropriate staff/truck drivers will be notified.

5 Side Road

In 2015, the Region of Halton expects to complete the construction of a truck inspection station on Steeles Avenue between Fifth Line (south) and Sixth Line (north).

5 Side Road between Fourth Line and Trafalgar Road continues to experience regular heavy vehicle traffic, by-passing Hwy 401 and Steeles Avenue.

Staff continues to work closely with the HRPS and requests regular truck enforcement on 5 Side Road. Staff advised the HRPS that Hornby Road's one-way section could be temporarily closed to undertake truck safety inspections.

Next Steps

Staff will continue to work with various stakeholders on truck related initiatives and through the summer of 2014 and refine strategies and communication, as required.

RELATIONSHIP TO STRATEGIC PLAN:

This is an operational issue and it is not directly linked to the Strategic Plan.

FINANCIAL IMPACT:

There is no financial impact associated with this report.

COMMUNICATIONS IMPACT:

Following Council's consideration, the Halton Regional Police Service, Region of Halton and the County of Wellington will be informed.

SUSTAINABILITY IMPLICATIONS:

Since the recommendations of this report are not related to a major project, policy or initiative, sustainability implications are not triggered and hence there are no direct sustainability implications associated with this report.

CONSULTATION:

Staff consulted with the Region of Halton, Region of Peel, and HRPS staff in the preparation of this report.

CONCLUSION:

The Town is situated at the crossroads of aggregate hauling routes, which significantly impacts its urban areas. Based on the projected GTA growth, the coordination of the goods movement across governments will require a careful consideration, effective communication and collaboration. Short-term and long-term truck traffic projects will be continuously evaluated to minimize the impacts on the Town.

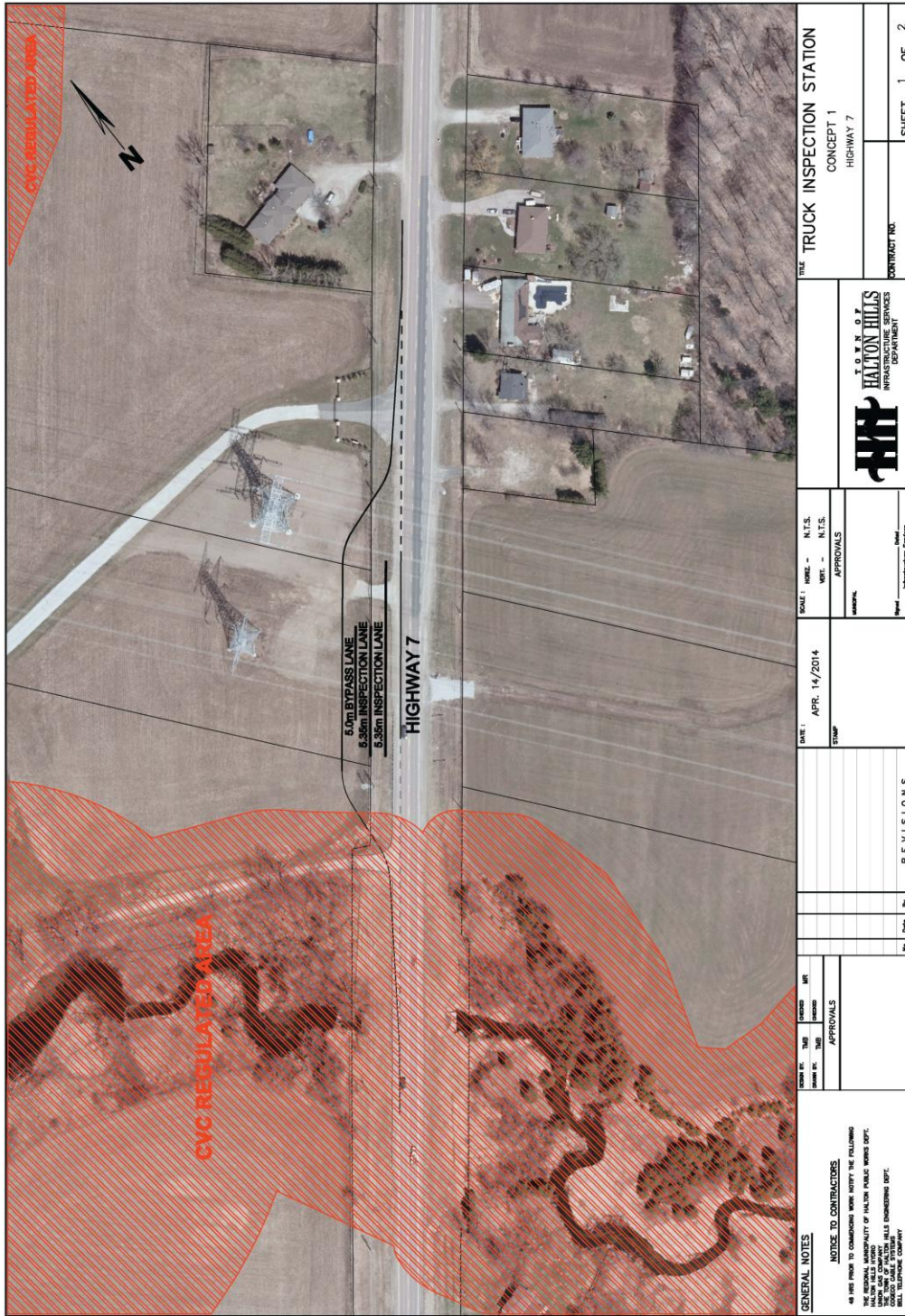
Respectfully submitted,

Matthew T. Roj, Traffic Coordinator

Chris Mills, P. Eng.
Director of Infrastructure Services

David Smith
Chief Administrative Officer

CONCEPTUAL DRAWING ONLY



GENERAL NOTES
NOTICE TO CONTRACTORS
 AS THE PRIOR TO COMMENCE WORK VERIFY THE FOLLOWING:
 THE GENERAL JURISDICTION OF HALTON PUBLIC WORKS DEPT.
 THE GENERAL JURISDICTION OF HALTON REGIONAL POLICE SERVICE
 THE GENERAL JURISDICTION OF HALTON REGIONAL FIRE DEPARTMENT
 THE GENERAL JURISDICTION OF HALTON REGIONAL WASTE MANAGEMENT DEPT.
 THE GENERAL JURISDICTION OF HALTON REGIONAL WATER SERVICES DEPT.
 THE GENERAL JURISDICTION OF HALTON REGIONAL TRANSPORTATION DEPT.
 THE GENERAL JURISDICTION OF HALTON REGIONAL UTILITIES DEPT.

DATE	APR. 14/2014	SCALE	HORIZ. - N.T.S. VERT. - N.T.S.
DATE		SCALE	HORIZ. - N.T.S. VERT. - N.T.S.
DATE		SCALE	HORIZ. - N.T.S. VERT. - N.T.S.

TRUCK INSPECTION STATION
 CONCEPT 1
 HIGHWAY 7

CONTRACT NO. _____ SHEET 1 OF 2

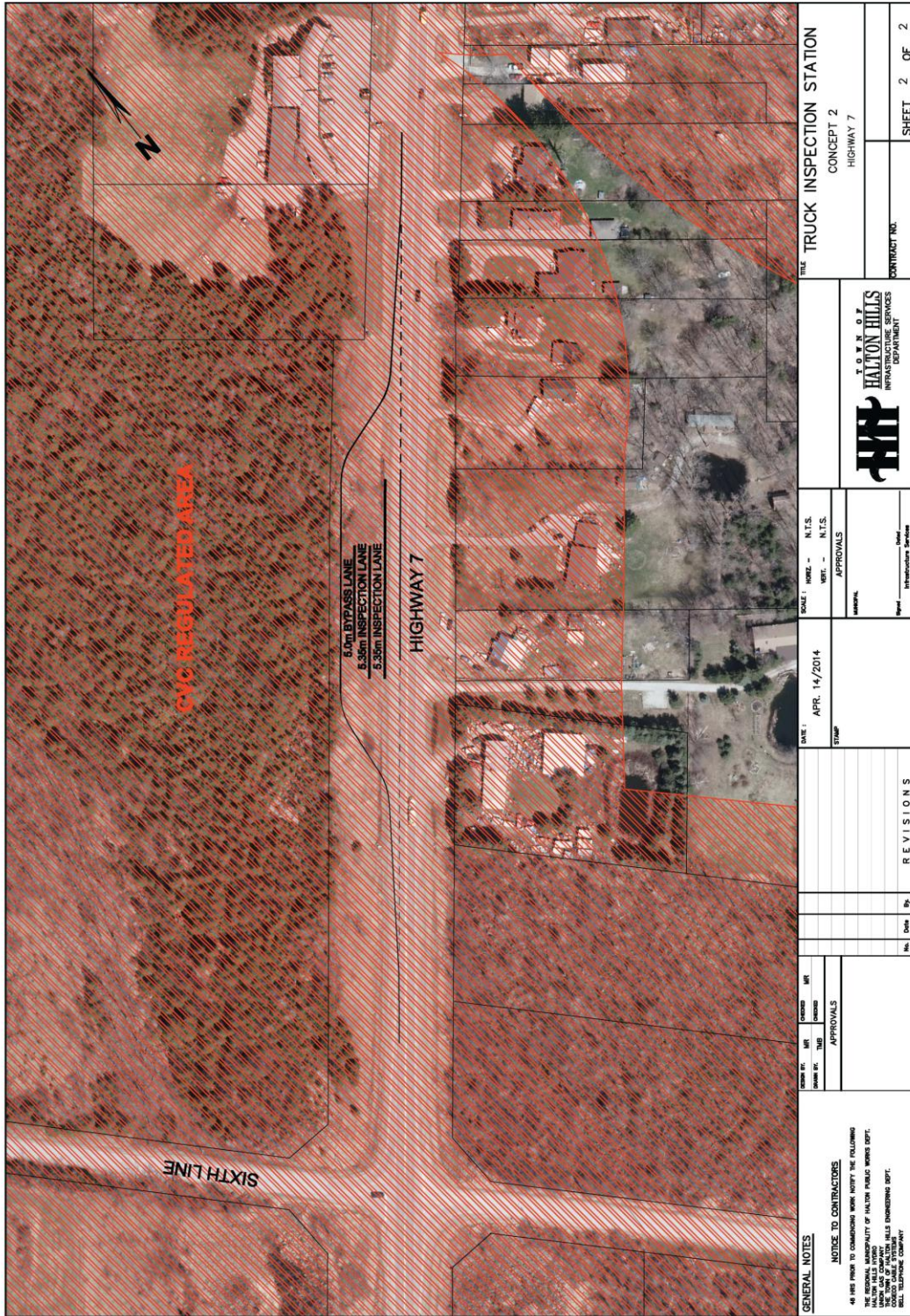
HALTON HILLS
 INFRASTRUCTURE SERVICES
 DEPARTMENT

APPROVALS

REVISIONS

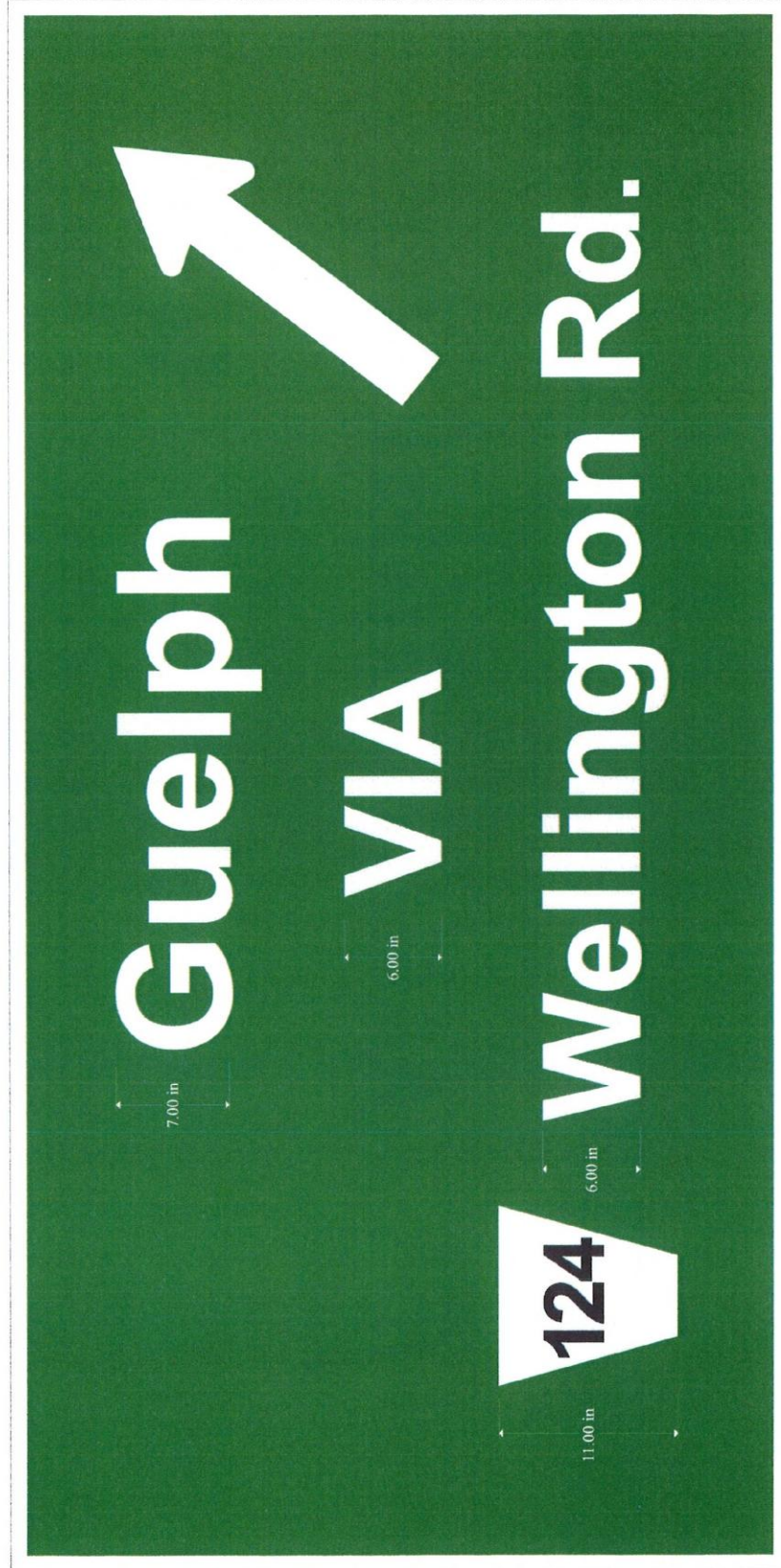
No.	Date	By	Revisions

CONCEPTUAL DRAWING ONLY



GENERAL NOTES AS PER PERMITS TO CONSTRUCTION WORK NOTIFY THE FOLLOWING: HALTON HILLS DISTRICT MUNICIPALITY OF HALTON PUBLIC WORKS DEPT. THE TOWN OF HALTON HILLS ENGINEERING DEPT. BELL TELEPHONE COMPANY		SCALE: HORIZ. -- N.T.S. VERT. -- N.T.S.	DATE: APR. 14/2014 STAMP	TITLE: TRUCK INSPECTION STATION CONCEPT 2 HIGHWAY 7
DRAWN BY: MK CHECKED BY: MK DATE: MK	APPROVALS _____ _____ _____	APPROVALS _____ _____ _____	TOWN OF HALTON HILLS INFRASTRUCTURE SERVICES DEPARTMENT	CONTRACT NO.: SHEET 2 OF 2
REVISIONS No. Date By				

Guelph Via (96" x 48")



Meeting Notes

Hidden Quarry Meeting Re: Halton Hills Haul Routes

November 14, 2014

JDCL - Greg Sweetnam, Leigh Mugford
Halton Hills – Matt Roj, John Kwast

The meeting took place on Nov.-14-14, at the Town of Halton Hills office at 11am.

1. Greg described the project in general terms including volumes, haul routes and in relation to other local aggregate quarries such as Guelph Limestone and the Acton Quarry.
2. Greg related the traditional planning approach relating to traffic studies for this type of application where the haul route study usually terminates at the provincial highway. He has never been requested to conduct a haul route study impact assessment on traffic once on the provincial highway in a downstream municipality. The OMB has precedents indicating that the provincial highway system is considered by default a truck haul route and we are concerned with setting an unwarranted precedent. There was general agreement from Halton Hills regarding the right to use the provincial highway system for truck traffic, but staff requested consideration for their connecting link situation.
3. Hatch McDonald Hidden Quarry Haul Route Study - Halton Hills staff had offered in a letter dated October 20, 2014 their willingness to meet to 'discuss the direction of the report and some of the preliminary findings.' At the meeting Greg requested discussion of the preliminary findings of the report. Staff were not willing to discuss the direction or any preliminary findings. Since staff would not discuss the report, Greg indicated that his concern is that the report may be making inappropriate assumptions regarding the volume of traffic from Hidden Quarry that would be heading on Highway 7 through Acton to Georgetown. Staff said they would take that information into consideration. Staff also recommended the JDCL review the Halton Hills 'truck strategy report' and the Transportation Master Plan. In addition JDCL had initiated an FOI request to receive a copy of the draft report and correspondence relating to the report. Greg explained that the FOI request response received from the Town indicated that the Town would publish the Final Report within 90 days, but that shouldn't prevent them from disclosing anything prior to the 90 days if they wish to. Greg said he would forward a copy of the response letter received to staff.
4. See Item 5 below.
5. Greg referred to the Haul Route TOR created by RJ Burnside Engineering. He indicated the Cole Engineering had done an initial review and has determined that

items 1-4 can be completed in a report. As the quarry will not be generating significant amounts of traffic it would not be appropriate to complete the analysis required by sections 5-11. The report would be created within a few weeks as timelines are running short for report completions by the end of the year.

6. Greg had prepared a diagram showing an approximate breakdown in % of the volume of shipments on various routes to market from the Guelph Limestone quarry and another similar map for Hidden Quarry. There is an existing 10% from Guelph indicated travelling on Hwy 7 through Acton and Georgetown that would be replaced by the Hidden Quarry. The two quarry volumes are similar and as such the approximations result in relatively little change on the main route of concern.
7. The Hidden Quarry routes show a significant proportion of the volume heading to the 401 on Hwy 25 and also north into Wellington County for travel locations there and further east, with only 10% travelling on Hwy 7 toward Georgetown. This would mainly be for local delivery, very little would be expected to travel beyond the industrial facilities at the east end of Georgetown. Staff indicated that developing a self-enforcement protocol to minimize travel through Acton on Hwy 7 (keeping to local delivery as much as possible) would go a long way to developing a co-operative working relationship. Staff asked if Guelph Line would be an alternate route to Hwy 25 south to get to Hwy 401.
8. The truck route restrictions on roads in Halton Hills were illustrated on a map brought by JDCL. Essentially the only east-west truck route is on Hwy 7 through the urban areas. This is obviously the main area of concern.
9. Staff provided an updated copy of the Uniform Traffic Control By-law schedule.
10. Staff indicated that they would make appropriate professional technical recommendations to their council. They asked that JDCL consider their requests in a gesture of co-operation which may make council more considerate of the project as well. Greg indicated that JDCL would act on this request regarding minimizing traffic through Acton and Georgetown and would consider constraining this traffic to local Halton deliveries. JDCL would not forfeit their right to use the Provincial Highway system as needed, however, they understood the substance of Halton's concern and will consider the request.



October 20, 2014

Dear Mr. Sweetnam:

Re: Hatch Mott MacDonald Report

The purpose of this letter is to respond to your inquiry dated September 16, 2014 in regards to the Hatch Mott MacDonald's Truck Haul Route Assessment.

I would like to inform you that the Truck Haul Route Assessment Report is currently in a draft form and we are unable to release the report until it is presented to our Council. However, we have no concerns with sharing traffic information used in the preparation of the draft Truck Haul Route Assessment Report.

We would be pleased to meet with you to discuss the direction of the report and some of the preliminary findings.

We expect the final report to be presented to our Council in early 2015. We will inform you, as soon as the report is available to the public.

If you require additional information, please contact Matt Roj, Traffic Coordinator at 905-873-2601 ext. 2215 (matthewr@haltonhills.ca) or John Kwast, Town Engineer at 905-873-2601 ext. 2310.

Sincerely,

John Kwast, LEL. (PEO.), C.E.T.
Town Engineer

MR:ac
CM
encl.

- c. Chris Mills P.Eng., Director of Infrastructure
Matthew Roj, Traffic Coordinator

March 25, 2015

Greg Sweetnam
James Dick Construction Ltd.
P.O. Box 470
Bolton, ON L7E 5T4

Dear Mr. Sweetnam,

**Re: Report No. PDS-2015-0014 – Aggregate Resources Act (ARA) License
Application by James Dick Construction Limited for the proposed Hidden Quarry**

Please be advised that Council for the Town of Halton Hills at its meeting of Monday, March 23, 2015, adopted the following recommendation:

Recommendation No. GC-2015-0026 (Resolution No. 2015-0062)

THAT Report PDS-2015-0014, dated February 12, 2015, with respect to a Recommendation Report on the Aggregate Resources Act (ARA) License application by James Dick Construction Limited for the proposed Hidden Quarry, located on the north side of Highway 7, in the Township of Guelph/Eramosa, be received;

AND FURTHER THAT Council endorse the letter submitted by Town staff to the Ministry of Natural Resources (MNR) and James Dick Construction Limited dated February 3, 2015, and attached as APPENDIX 5 – REPLY TO NOTICE OF OBJECTOR RESPONSE LETTER advising that the Town of Halton Hills maintains its position of objection to the application for a licence under the *Aggregate Resources Act* for the proposed Hidden Quarry and that the Town is not in a position to provide recommendations on the disposition of the matter on the basis that:

- a) Town staff have not been provided sufficient time to coordinate a review of the Haul Route Study prepared by Cole Engineering, dated January 2015, with the joint municipalities (Region of Halton and Town of Milton) reviewing the Hidden Quarry application. Town of Halton Hills staff will not be providing comments on the Haul Route Study independently of any review completed by the Technical Advisory Committee (TAC) representing the joint municipalities; and

- b) as of the date of this memorandum, the Cole Engineering Haul Route Study has not been submitted to the Township of Guelph/Eramosa for circulation to the commenting municipalities. The Town of Halton Hills cannot formally receive the Haul Route Study until a circulation requesting comment is received from the Township of Guelph/Eramosa as the affected municipality. Once the Haul Route Study is formally circulated to each of the joint municipalities the Technical Advisory Committee (TAC) will initiate a review of the document;

AND FURTHER THAT this position be maintained until such time that the analysis of the proposed Hidden Quarry by the Town of Halton Hills staff can be presented to Council for a recommendation/decision;

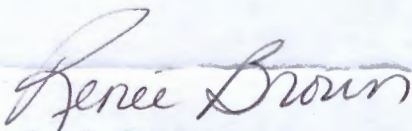
- * **AND FURTHER THAT staff be directed to bring back a report to Council which outlines the concept requirements of, and costing associated to complete, a social impact study;**

AND FURTHER THAT the Town Clerk be directed to forward a copy of this report and Council Resolution to James Dick Construction Limited via their Agent and the Region of Halton.

CARRIED AS AMENDED

If you have any questions, please contact Jeff Markowiak, Development Review Planner for the Town of Halton Hills at 905-873-2601 ext. 2296 or jeffma@haltonhills.ca.

Yours truly,



Renée Brown
Council and Committee Services Coordinator

- c. Liz Howson
Meaghan Reid
Adam Huycke
Jeff Markowiak, Development Review Planner – Town of Halton Hills

February 3, 2015

Kristy Sutherland
Ministry of Natural Resources
1 Stone Road West
Guelph, ON N1G 4Y2

and

Greg Sweetnam
James Dick Construction Limited
14442 Highway 50
P.O. Box 470
Bolton, ON L7E 5T4

and

Meaghan Reid, Clerk
Township of Guelph/Eramosa
8348 Wellington Road 124
P.O. Box 700
Rockwood, ON N0B 2K0

**Re: Notice of Objector Response Letter
Application for a Category 2 Class "A" License – Aggregate Operation
James Dick Construction Ltd. – Proposed "Hidden Quarry"
Zoning By-law Amendment Application (ZBA 09/12)
Part of Lot 1 W1/2, Concession 6, Township of Guelph/Eramosa, Former Township
of Eramosa, County of Wellington**

The Town of Halton Hills received a "Notice of Objector Response" letter from James Dick Construction Limited on January 21, 2015, seeking recommendations from the Town that may resolve our objection to the application for a license under the *Aggregate Resource Act* (ARA) filed by James Dick Construction for the proposed Hidden Quarry in the Township of Guelph/Eramosa. Correspondence accompanying the "Notice of Objector Response" letter suggests that the e-mailed submission of a Haul Route Study by the Applicant to the Town of Halton Hills on January 20, 2015, should satisfy the Town's primary concerns with the application.

The Town of Halton Hills is not in a position to provide recommendations on the disposition of this matter on the basis that:

- a) Town staff have not been provided sufficient time to co-ordinate a review of the Haul Route Study prepared by Cole Engineering, dated January 2015, with the joint municipalities (Region of Halton and Town of Milton) reviewing the Hidden Quarry application. Town of Halton Hills staff will not be providing comments on the Haul Route

Study independently of any review completed by the Technical Advisory Committee (TAC) representing the joint municipalities; and

- b) as of the date of this memorandum, the Cole Engineering Haul Route Study has not been submitted to the Township of Guelph/Eramosa for circulation to the commenting municipalities. The Town of Halton Hills cannot formally receive the Haul Route Study until a circulation requesting comment is received from the Township of Guelph/Eramosa as the affected municipality. Once the Haul Route Study is formally circulated to each of the joint municipalities the Technical Advisory Committee (TAC) will initiate a review of the document.

For these reasons the Town of Halton Hills maintains its position of objection for the *Aggregate Resource Act* (ARA) License application filed by James Dick Construction Limited for the proposed Hidden Quarry in the Township of Guelph/Eramosa until Town staff and the Technical Advisory Committee (TAC) can complete its review of the ARA and Zoning By-law Amendment applications.

Should you have any questions please do not hesitate to contact myself or the Senior Planner on this matter, Jeff Markowiak (jeffma@haltonhills.ca) or (905) 873-2601 ext. 2296).

Sincerely,



JCL
John Linhardt, MCIP, RPP
Director of Planning, Development & Sustainability
Town of Halton Hills
(905) 873-2601 ext. 2294

- c: Elizabeth Howson, MSH, 600 Annette St., Toronto, ON M6S 2C4
Chris Mills (Director, Infrastructure Services)
Curt Benson (Manager, Community Planning, Region of Halton)



Town of Halton Hills
 1 Halton Hills Drive
 Halton Hills ON L7G 5G2
 www.haltonhills.ca

ACCESS/CORRECTION REQUEST MUNICIPAL FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT (MFIPPA)

There is a \$5.00 application fee for requests submitted under the Act.
 Processing the request will commence upon receipt of this form and \$5.00 fee.

PAID stamp here

REQUESTER: Complete all fields below

Name: GREG SWEETNAM
 Address: P.O. BOX 470 City or Town: BOLTON, ONT
 Province: ONT. Postal Code: L7E 5T4
 Tel: (905) 857-3500 ext 250 Cell: (416) 997-5304
 Email: _____

REQUEST: Provide a detailed description below (including address)

DRAFT ~~OR~~ ^{AND} FINAL TRUCK HAUL ROUTE ASSESSMENT REPORT
FOR THE HIDDEN QUARRY - PREPARED BY HATCH MOTT
MACDONALD AS IDENTIFIED IN REPORT INF-2014-0015 AND
PDS-2015-0029 AND ALL EMAILS OR COMMUNICATIONS
CONCERNING THE ABOVE FROM STAFF, HATCH MOTT, MACDONALD
AND MEMBERS OF COUNCIL AND THE MAYOR.

Preferred method of access to records: Examine Original Receive Copy

Requester's Signature

APRIL 23/2015

Date

For requests of access to or correction of OWN PERSONAL INFORMATION:

Last name appearing on record(s) is: _____

If requesting a correction to personal information, supporting documentation may be submitted with this form.

The personal information on this form is collected under the authority of the Municipal Freedom and Protection of Privacy Act, as amended. The information is used for the purpose of processing the request. Questions regarding the collection of this information should be directed to the Town's Records/FOI Coordinator at 905-873-2601 ext. 2356 or foia@haltonhills.ca.



Hatch Mott
MacDonald

Hatch Mott MacDonald
5035 South Service Road, 6th Floor
Burlington, ON L7L 6M9
www.hatchmott.com

March 3, 2015

Mr. Matthew Roj
Traffic Coordinator
Halton Hills
1 Halton Hills Drive
Halton Hills, ON L7G 5G2

RE: Eramosa Quarry Final Traffic Impact and Haul Route Assessment

Dear Mr. Roj:

In 2013, Cole Engineering Group Ltd. (CEGL) completed an initial traffic impact study of the quarry on behalf of James Dick Construction Limited (JDCL). This report was subsequently reviewed by affected agencies and a peer review was conducted by R. J. Burnside & Associates Limited.

We have updated our review of the Eramosa Quarry Traffic Impact and Haul Route Assessment based on the Revised Traffic Impact Study completed by CEGL in December, 2013.

Thank you for giving us the opportunity to work with the Town once again. Please feel free to contact myself or John should you have any questions or concerns.

Very truly yours,

Hatch Mott MacDonald

Mira Vervoorn, P.Eng.
Project Manager
T 905.315.3534
Mira.Vervoorn@hatchmott.com

2015-03-03 - Eramosa Quarry Final Haul Route Assessment Review v1.docx
encl.

cc: John Hemingway, P.Eng.
Senior Project Manager
T 905.315.3555
John.Hemingway@hatchmott.com

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act

Revision and Version Tracking

Report Title: Final Traffic Impact and Haul Route Assessment
 Submission Date: March 3, 2015

Version #	Filename and Description	Author	Checker	Approver	Date
v1	2015-03-03 - Eramosa Quarry Final Haul Route Assessment Review v1.docx	M. Vervoorn	J. Hemingway	J. Hemingway	Mar.3, 2015

This document has been formatted for double side printing.

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authorization of Hatch Mott MacDonald being obtained. Hatch Mott MacDonald accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purpose agrees, and will by such use or reliance be taken to confirm their agreement to indemnify Hatch Mott MacDonald for all loss or damage resulting there from. Hatch Mott MacDonald accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

To the extent that this report is based on information supplied by other parties, Hatch Mott MacDonald accepts no liability for any loss or damage suffered by the client, whether through contract or tort, stemming from any conclusions based on data supplied by parties other than Hatch Mott MacDonald and used by Hatch Mott MacDonald in preparing this report.

Copyright © 2012, all rights reserved

Introduction

The Town of Halton Hills is reviewing a proposal by James Dick Construction Limited (JDCL) to develop a quarry on approximately 39.4 hectares of land north of Highway 7 and east of the 6th Line in Guelph-Eramosa Township in the County of Wellington. JDCL is seeking a license from the Ministry of Natural Resources (MNR) to extract up to 700,000 tonnes of aggregate per year. The proposed quarry is commonly referred to as the Eramosa Quarry. In 2013, Cole Engineering Group Ltd. (CEGL) completed an initial traffic impact study of the quarry on behalf of JDCL¹. This report was subsequently reviewed by affected agencies and a peer review was conducted by R. J. Burnside & Associates Limited². These reviews resulted in the requirement for CEGL to complete a haul route study.

Although the Eramosa Quarry proposal is located in the northeast quadrant of the Highway 7 – 6th Line intersection approximately 2 km outside the Town of Halton Hill's municipal boundary, the preliminary traffic investigations completed by JDCL indicate that the proposed haul route for much of the extracted aggregate will be along Highway 7 easterly towards the Greater Toronto Area (GTA). While Highway 7 is designated as a provincial highway adequate for use as a truck route, and carries significant truck volumes, the Highway passes through a number of communities in the Town of Halton Hills, such as Acton, Georgetown and Norval. The Town is concerned regarding the impact that current truck traffic is having on these communities and the added effects that the Eramosa Quarry traffic may create. Accordingly, Hatch Mott MacDonald (HMM) was retained in July, 2013, by the Town of Halton Hills (the Town) to undertake a review of the traffic impact studies completed in connection with the Eramosa Quarry to:

- Identify additional impacts that may occur as a result of trucks generated by this proposal;
- Determine whether there are other feasible haul route alternatives that may lessen the impacts that are currently occurring, and that may result from this proposal and possibly other similar proposals in the future.

In order to satisfy these objectives, the scope of the haul route review included the following tasks:

1. To characterize traffic on Highway 7 under existing conditions, including in particular the extent to which heavy trucks currently use this route through Acton and Georgetown.
2. To assess the added impact that additional truck traffic from the proposed Eramosa Quarry would have.
3. Assess incompatibilities with existing uses and pedestrians in Acton and Georgetown and how these incompatibilities may increase over the lifetime of the proposed quarry.
4. To identify potential to improve roads to accommodate increased heavy truck traffic.
5. To identify if there are other acceptable alternative haul routes and improvements necessary to support these alternative routes.

¹ Cole Engineering Group Ltd., *Eramosa Quarry, Township of Guelph-Eramosa: Revised Traffic Impact Study*, December, 2013.

² R.J. Burnside & Associates Limited, Letter to K. Wingrove from D. McNalty, April 7, 2014.



A Characterization of Highway 7 Traffic and Network Context

The purpose of this Study is to review alternative truck routes, specific to the primary and secondary market area and assess truck traffic on Highway 7 in particular to the impact on residential areas throughout Acton and Georgetown. In order to achieve this, a better understanding of the role and function of Highway 7 in serving the surrounding study area and road network is necessary. This includes an assessment of the existing traffic conditions as well as changes in travel patterns and land uses on Highway 7 over time.

Geographic Location

The Town of Halton Hills is located within the Regional Municipality of Halton, north of Highway 401, in the northwest corner of the GTA. The Town is comprised of two urban communities, Acton and Georgetown and several hamlets and rural clusters. The County of Wellington, predominantly rural in nature, is situated just north and west of the Town. Due to its abundant supply of natural resources, there are several aggregate quarries and gravel pits throughout the County, specifically in the Town of Erin and Guelph-Eramosa Township located just north and west of Halton Hills boundaries. A complete listing of the aggregate pits and quarries is contained in Appendix A.

Highway 7, a provincial highway, runs east-west through Acton and Georgetown, connecting to City of Guelph and Wellington County to the northwest and City of Brampton and other communities to the southeast. Figure 1 illustrates the study area and site location.

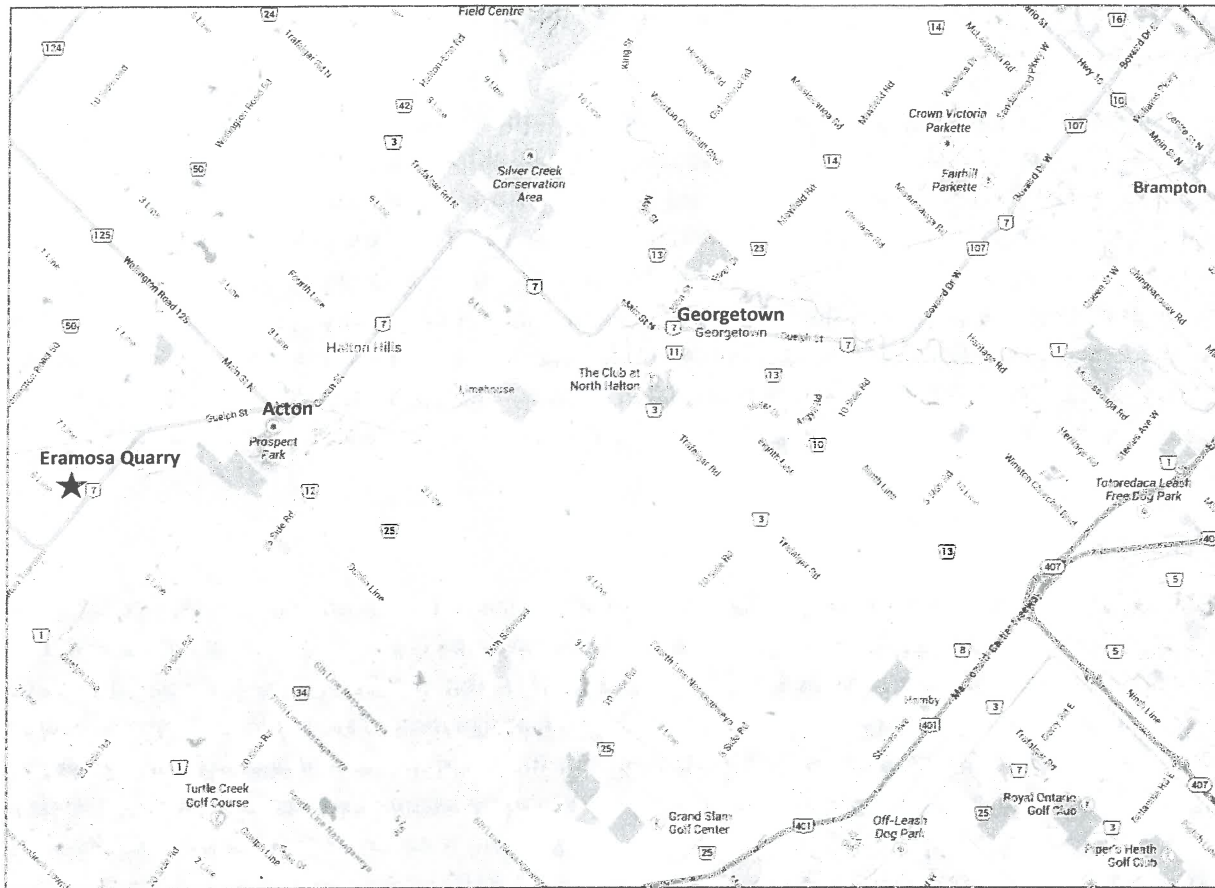


Figure 1: Study Area and Site Location

The majority of the truck traffic from the quarries and gravel pits in Wellington County is destined to the high growth areas such as Milton and Oakville to the south and Brampton, Mississauga and the rest of the GTA to the east. Due to the location of Highway 7 and its connection to the other major highways, trucks using this highway must pass through Halton Hills, inevitably travelling through Acton and subsequently through Georgetown. The sections of Highway 7 through the communities of Acton and Georgetown are classified as Connecting Links by the MTO.

Historical Growth

Over the years, the Town has observed significant growth in truck traffic generated by quarries and gravel pits providing aggregate to construction areas outside of the Town and into the GTA. More trucks have been found travelling through the urban areas due to this surge in demand. Statistics published by the Ministry of Transportation (MTO) indicate that traffic on Highway 7 in the area of Acton has been growing at an annual rate of approximately 1 percent³. Furthermore, based on turning movement

³ Ministry of Transportation of Ontario Provincial Highways Traffic Volumes 1988-2010

counts provided by the Town, the truck component of this traffic has also been growing at a rate of 1 percent per annum on average.

In addition to this underlying growth in total and truck traffic on the highway, the Town has observed short-term peaks in truck traffic related to specific activities either within or external to the Town. For example, in 2010, the Town noticed a significant increase in truck traffic travelling on Highway 7. At peak times, there were approximately 60 additional trucks per hour travelling through Acton and Georgetown. This activity lasted for approximately one month. The trucks were carrying surplus fill material making deliveries from the GTA to the Town of Erin. Although the aggregate pit was regulated by the Grand Valley Conservation Authority (GVCA), providing a haul route is not a requirement for permit. Since Highway 7 is a provincially regulated highway, the Town has little authority to regulate these sporadic activities but has to cope with the impacts to safety and operations while they are occurring.

Highway 7

Highway 7 is classified as a King's Highway operating under the jurisdiction of the Ministry of Transportation of Ontario (MTO). Highway 7 within the study area is generally rural in nature with the exception of the urbanized sections in the communities of Acton and Georgetown. Throughout these communities, Highway 7 operates under a Connecting Link designation as set out in the *Highway Traffic Act*, Part XII with MTO where the Town is responsible for the maintenance and operation of Highway 7. In Acton, the connecting link covers approximately a 2-kilometre section between Guelph Street West / Main Street North junction and Tanners Drive. In Georgetown, it covers approximately a 5-kilometre section from Hall Road to 100 metres west of Ontario Street. MTO reserves the final approval rights for any capital projects on Highway 7 under connecting link agreements and regulates truck traffic in the connecting link sections as well as other sections of the highway. Throughout the connecting links, Highway 7 is patrolled mainly by the Halton Regional Police Service.

Through Downtown Acton in the west end of the community, Highway 7 has a basic two-lane cross section with on-street parking provided on both sides. Additional turning lanes are provided at main intersections such as Mill and Main Streets. There are a number of pedestrian crossing locations within the Downtown corridor with sidewalks provided on both sides. Outside of the downtown area, Highway 7 remains as an urban corridor with basic two-lane and three-lane cross-sections and wide paved shoulders with sidewalk provided on either side of the roadway. The posted speed limit in Acton is 50 km/h. Just outside of Acton, travelling eastbound on Highway 7 towards Georgetown, the cross section changes to a four-lane rural roadway for a small segment just before entering Georgetown. Highway 7 throughout Georgetown has an urban cross section with mainly four basic travel lanes and a centre turning lane with a varying posted speed limit of 50 to 60 km/h. Recent upgrades were completed at the Carruthers Road and Ewing Street intersection to provide auxiliary turning lanes for the new residential development in the northwest corner. In both Acton and Georgetown, direct accesses are provided to Highway 7 for residential homes, businesses and religious and institutional establishments.

Town of Halton Hills

Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act

Connections to Highway 7

Highway 7 generally runs east-west throughout Acton and Georgetown. It connects to Highway 6 through the City of Guelph and Wellington County in the west and Highway 10 and 410 through City of Brampton and GTA in the east. Wellington County Roads 50 and 124 to the north and Highway 401 to the south run parallel to Highway 7. Wellington Road 125, also known as Regional Road 25 or Main Street in Acton, is a north-south corridor that connects to Wellington Road 50 and 124 to the north and Highway 401 to the south. Trafalgar Road, also known as Regional Road 3, is also a north-south corridor providing direct access to Highway 401 and Wellington Road 50 and 124. Guelph Line (Halton Regional Road 1/Wellington Road 44) connect to the Eramosa-Milton Townline approximately 3 km west of the 6th Line intersection and 1.7 km west of Highway 7.

Truck Travel Patterns

For the purposes of this review, the Town provided turning movement and Automatic Traffic Recorder (ATR) counts for various locations throughout the Town. A review of these counts indicated that approximately 40 percent of the truck traffic on Highway 7 entering Acton from the north is through traffic travelling eastbound through Georgetown, likely destined for the City of Brampton and the GTA. The remaining 60 percent of the truck traffic that enters Acton via Highway 7 from the north travels southbound on Regional Road 25 (Main Street in Acton). The eastbound traffic travelling on Highway 7 between Acton and Georgetown splits again at Trafalgar Road where approximately 50 percent continues on into Georgetown on the highway and 50 percent turns to the south and travels on Trafalgar Road. In Georgetown, trucks travel eastbound toward the community of Norval and either east on Bovaird Drive or turn south on Winston Churchill Boulevard (Adamson Street).

Heavy trucks were also found travelling on sections of 10 Side Road and 5 Side Road. The majority of truck traffic from the west and north of the Town has an origin or destination in the Town of Erin and Guelph-Eramosa Township in Wellington County. Wellington Road 125 (Main Street in Acton or Halton Regional Road 25 north/south of Acton) and Trafalgar Road are main north-south corridors currently being used by trucks. An MTO truck inspection station is located on both sides of Highway 401 between the 5th and 6th Line (between James Snow Parkway and Trafalgar Road interchanges). The location of this truck inspection station may be a contributing factor to more truck traffic using Highway 7 between Regional Road 25 and Trafalgar Road to access Highway 401 and avoid delay at the truck inspection station.

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act



Table 1 following summarizes the total and heavy truck daily volumes using various sections of Highway 7 through Halton Hills. These volumes are based on available 8-hour count data that has been expanded to a daily volume using a K factor representing the ratio of 8-hour volume to 24-hour volume. The K-factor was calculated from the June 2013 24-hr ATR counts on Queen Street East (Hwy 7) west of Churchill Road. The K-factor was then applied to the 8-hr turning movement counts at various intersections to calculate total daily volumes. The daily heavy truck volumes were calculated based on the heavy truck percentage calculated from the ATR counts at the Queen Street East (Hwy 7) location west of Churchill Road.

Based on the Ministry's statistics on Highway 7, travel pattern types throughout Acton and Georgetown are generally considered Low Urban Commuter to Intermediate Commuter. This indicates that generally there is a low seasonal variation on Highway 7 with little recreational travel. The majority of traffic uses Highway 7 as a commuter route.

Table 1 Daily Total and Heavy Truck Volumes

Location	Count Date	Highway 7			
		North/West Approach		South/East Approach	
		Total Volume	Heavy Truck Volume	Total Volume	Heavy Truck Volume
Main St at Mill St	Jun 2013/ Dec 2008	16,620	990	15,690	510
Hwy 7 at 4 th Line	Mar 2009	13,470	500	12,890	500
Hwy 7 at Trafalgar Rd	Jun 2008	19,590	1380	14,360	750
Hwy 7 (Guelph St) at Main St N	Jun 2013	15,030	650	9,360	360
Guelph St at Maple Ave	Dec 2009	24,630	690	29,910	970

Note: Volumes are approximate and have been based on 8-hr Turning Movement Counts adjusted to a 24-hr volume using available ATR data for a station located at Queen St (Hwy 7) at Churchill Rd.

Town of Halton Hills

Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act

Collision History

A summary of motor vehicle collisions for the connecting link, Queen Street East, Young Street, Mill Street East and Main Street North (Acton) were provided by the Town for the period from 2008 to 2012. There were a total of 142 reported collisions in this five-year period. Ten of those 142 collisions (7 percent) involved either a tractor truck or closed truck. Two of those ten collisions were classified as non-fatal injury collisions. There were no fatalities reported. Nine of those ten collisions involving trucks occurred on a clear day on dry road surface conditions. Eight of those ten collisions occurred during daylight. There were a total of four turning movement impact type collisions out of ten collisions involving trucks. The remaining impact types were divided evenly between Angle (2), Sideswipe (2) and Unattended Single Motor Vehicle (2).

B Eramosa Quarry Traffic Impact

A review of the Traffic Impact Study⁴ completed for the proposed Eramosa Quarry indicated that during peak operation, the expected outbound trucks per peak month (August) is approximately 2,970 trucks per month and that this would amount to approximately 114 outbound trucks per day on the basis of a peak day amounting to approximately 14% of the monthly production. Of these daily trips, approximately 13 trucks (26 two-way trips) or approximately 11 percent of the daily trucks each way will be generated in the peak hour during the day⁵.

Supporting materials in the Revised Traffic Impact Study, dated December, 2013 provide shipping data for the James Dick Erin Pit for the month of August in 2011. These data indicate that a total of 2,826 shipments occurred from this pit which produces 723,000 tonnes of aggregate per year. This is approximately 5% less than the 2,970 shipments per month (August) that are expected from the Eramosa Quarry with a production of 700,000 tonnes of aggregate per year. The Erin Pit shipping data also indicate that on the peak day, Thursday August 18, 2011, a total of 174 shipments occurred. This is approximately 52% higher than the estimated 114 shipments per day in August from the Eramosa Quarry. The shipping data also reveal that during the peak hour of the peak day in August, 2011, a total of 23 shipments occurred from the Erin Pit between 8:00 a.m. and 9:00 a.m. on Monday August 15, 2011 and between 10:00 a.m. and 11:00 a.m. on Thursday August 25, 2011. This is approximately 77% more than the 13 shipments per peak hour (6:00 a.m. to 7:00 a.m.). These data indicate that the estimated daily and hourly shipments from the Eramosa Quarry are understated.

The Traffic Impact Study notes that up to 95% of the generated traffic will be orientated to the east via Highway 7. Furthermore, the traffic impact study notes that each truck trip will be of short duration, with an approximate 60-minute cycle time (travel to/from the destination and load/unload time). Assuming that each truck can be loaded and weighed in approximately 5 minutes, each truck would be

⁴ Cole Engineering Group Ltd., *Eramosa Quarry, Township of Guelph-Eramosa: Revised Traffic Impact Study*, December, 2013.

⁵ Estimate based on 11.7% of daily trips occurring during the morning peak hour.

travelling for less than 30 minutes (assuming little time to unload). Based on an average travel speed of approximately 60 km/h, the average haulage distance would be less than 30 km. Communities such as Milton, Georgetown, Cambridge, Brampton and northwestern Mississauga would fall within this effective haulage range.

Based on 24-hour traffic counts provided by the Town for the section of Highway 7 north of River Street in Acton, the weekday average daily traffic observed in June, 2013 was 14,599 vehicles per day (veh/d). Of this daily volume, a total of 1,208 medium and heavy trucks were counted. The traffic generated by the Eramosa Quarry proposal will add approximately 148 truck trips per day to Highway 7 north of River Street in Acton (65% of the daily total from the quarry). This amounts to an increase of approximately 1 percent to the daily traffic volume and approximately 12 percent to the truck traffic using Highway 7 north of Main/Mill Streets in Acton. During the peak hour approximately 17 trucks per hour will travel on this section.

The daily traffic on Main Street south of Mill Street in Acton in June, 2013 was 11,384 veh/d of which 1,362 veh/d were medium or heavy trucks. The expected traffic from the Eramosa Quarry will add 125 trucks per day to this section (55% of the daily total). This amounts to an increase of approximately 1 percent to the total daily traffic and 9 percent to the truck traffic using this section. During the peak hour, approximately 14 trucks per hour travel on this section.

The daily traffic volume on Queen Street East (Highway 7) west of Churchill Road was 14,460 veh/d, of which 1,743 veh/d were medium and heavy trucks. The traffic from the Eramosa Quarry will result in an increase of 23 trucks per day in this section (10% of the daily total). This amounts to an increase of 0.2 percent to the total daily traffic and 1.3 percent to the daily truck volume in this section. During the peak hour approximately 3 trucks per hour will travel on this section.

As noted above, the shipment data from the Erin Quarry indicates that the truck volumes generated by the Eramosa Quarry may be understated.

During February, 2015, the Town of Halton Hills undertook a study to track the movements of trucks travelling to and from the Guelph Quarry. This involved recording truck plates and identification at a station near the Guelph Quarry and at another station on Highway 7 in Acton to determine the number of the trucks from the Guelph Quarry. The study did not find any trucks from the quarry Highway 7 during the survey. Based on these findings, it is not clear how many trucks travelling through Acton are from the Guelph Quarry operations.

C Haul Route Incompatibilities

While the number of site generated trips is relatively small in comparison to the existing truck traffic, the cumulative effect of the heavy trucks on the local urban roadways is a concern for the Town. The incompatibilities of the heavy trucks travelling through the established urban communities such as

Town of Halton Hills

Acton and Georgetown pose a heavy burden on both the local transportation system and community safety.

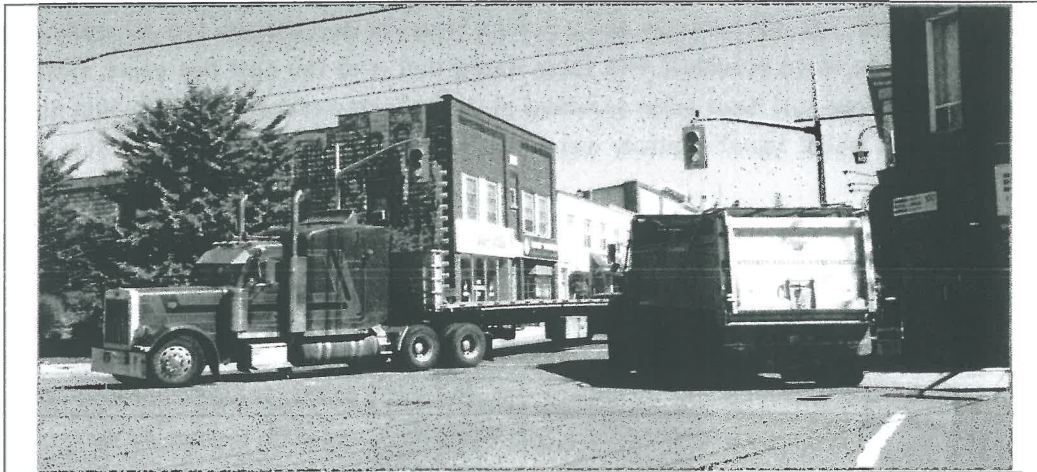
Physical Constraints

Acton

A site visit was conducted by HMM staff on Friday August 23, 2013 to observe existing traffic conditions and to meet with Town staff to discuss issues and concerns regarding heavy truck movement in and around the communities of Acton and Georgetown. During the site visit, between the hours of 11:00 AM to 1:00 PM a relatively continuous stream of heavy trucks was observed travelling eastbound and westbound on Highway 7. In particular, heavy trucks were found making left turns onto Mill Street East at the Main Street and Mill Street intersection in downtown Acton as well as the reverse movement. A number of trucks were observed encroaching over the curb onto the sidewalk in order to make the turn due to the tight geometric conditions on Mill Street. During this time, it was also observed that there was a high level of pedestrian activity in the area, which will likely increase during the fall when school is in normal session. It is noted that at the time of the site visit, construction was taking place at John Street, just west of Mill Street and Main Street intersection. However, a very small number of trucks were observed entering or leaving the construction area.



'Trucks Make Wide Turns' Sign on Main Street South at Main Street and Mill Street intersection



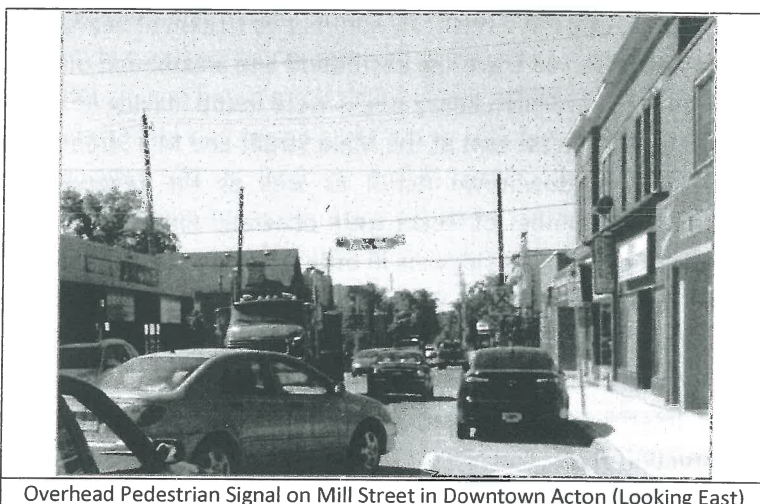
Heavy Trucks making turns at Main Street and Mill Street Intersection in Acton (Looking East)

Georgetown

Similar to the traffic conditions in Acton, heavy trucks were found in Georgetown, mainly in the west end of the community where the land use is predominantly residential. Highway 7 through the central and eastern part of Georgetown is mainly commercial with shopping plazas and big box stores. There were a high number of heavy trucks on Maple Avenue, in particular at the intersection of Guelph Street and Maple Avenue. The intersection of Guelph Street and Maple Avenue also services two high schools and one elementary school. High pedestrian presence was also observed in Georgetown during the site visit. Generally, a centre turning lane is provided on Highway 7 throughout Georgetown.

Pedestrian Crossing and Conflict Areas

A strong pedestrian presence was observed during the site visit throughout Acton and Georgetown, which will likely increase during the fall. There are a number of pedestrian crossings with overhead signals and school crossing signs provided through Acton. A new signalized intersection is provided at Tanners Drive and Queen Street to accommodate the traffic and pedestrians generated by the new development on both the north and



Overhead Pedestrian Signal on Mill Street in Downtown Acton (Looking East)

south side of Highway 7. The intersections along Guelph Street in Georgetown are generally signalized with pedestrian crossing times provided. The Town noted that over the past five years, traffic signals and intersection improvements have been provided at several intersections along Guelph Street. The Town also noted that traffic signal controls were installed at the intersection of 22 Side Road and Highway 7 in 2014.

Land Use

Highway 7 through Acton is an urban corridor with direct accesses provided for residential homes and commercial plazas. There is a GO Station on Eastern Avenue with an at-grade crossing located on Highway 7 between Eastern Avenue and Wallace Street. There is a childcare centre located just west of the railway crossing. Shoppers Drug Mart and No Frills were constructed on Highway 7 west of Tanners Drive. The land use on Highway 7 towards Georgetown is predominantly rural in nature. Direct accesses are provided to Highway 7 for residential homes and agricultural farm lands. Highway 7 is an urban corridor through Georgetown with many institutional and religious establishments, childcare centres, businesses and residential homes. There is a park located on the north east corner of Guelph Street and Maple Avenue intersection. A new residential development was recently completed on the northwest

Town of Halton Hills

corner of Carruthers Road and Ewing Street intersection. A new development is proposed in the east end of the Georgetown on the northeast corner of Guelph Street and McFarlane Drive.

Road Safety

As indicated above, approximately 7 percent of the total collisions that have occurred on Highway 7 between 2008 and 2010 have involved heavy trucks. Trucks comprise from 4 to 11 percent of the total traffic using the highway. With an increase in truck volumes on local roads, there will be an increased risk of more severe collisions given this increased exposure to heavy vehicles. It is critical that the safety for pedestrians, cyclists and other road users be monitored closely to identify the need to provide countermeasures to mitigate more hazardous conditions. The Town indicated that it regularly holds truck safety inspection blitzes in Acton and Georgetown to assess trucks using local roads. The Town also undertakes annual safety reviews of rural roads to ensure current safety standards are being met. In 2014, 80% of inspected heavy vehicles, primarily dump trucks, were taken out of service. The state of repair of dump trucks travelling on Highway 7 is the Town's major safety concern. Such measures should be continued and possibly expanded to ensure a high degree of vigilance is maintained as truck volumes increase either as a result of the Eramosa Quarry application or from other background traffic growth.

D Potential to Improve Existing Haul Routes

Trucks on the existing haul routes mainly use Highway 7 through Acton and Georgetown to access Erin and Guelph-Eramosa Township to the northwest and Highway 401 and GTA to the southeast. Regional Road 25 and Trafalgar Road provide north-south connections to Highway 7. 5 Side Road, 10 Side Road and Maple Avenue provide east-west connections to Highway 7. The Town's Transportation Master Plan (TMP) indicates a number of road system improvements including changes to road jurisdiction and classification that would improve the Town's transportation system. Road classification upgrades were identified for 5 Side Road and 10 Side Road from Local Minor Arterial to Major Arterial. Additional recommended improvements such as widening Trafalgar Road from Highway 7 to Steeles Avenue and alternative routes through Acton and Norval will further improve the existing haul routes.

Halton Region is currently in the process of developing a multimodal Goods Movement Strategy to serve as a resource for the Region and local municipalities in supporting the efficient movement of goods. The study will document and identify major challenges in moving goods within the Region and through the Greater Toronto and Hamilton Area (GTHA). It will also identify a strategic vision to implement the objectives of the study and recommendations to support the balanced and integrated transportation network as identified in the Halton Region's Transportation Master Plan. Preliminary conclusions of the report do not identify a specific haul route within the Region and all regional roads are intended to carry truck traffic.

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act

E Alternative Routes

Given the incompatibilities of truck traffic through the urban areas of Acton and Georgetown, and the significant congestion identified in downtown Acton and throughout Georgetown and Norval⁶, the potential to provide alternative new haul routes to improve the transportation system in the communities of Acton and Georgetown was investigated at a high level.

One of the road system improvements identified in the Halton Region Transportation Master Plan (TMP) is an alternate alignment north of the existing Highway 7 in Acton. This new route would effectively bypass the Main and Mill Street intersection and could potentially provide much needed relief from truck traffic in Acton. Provision of such a route would require completion of a municipal Class Environmental Assessment (EA) to identify an appropriate corridor either to the east or west of Acton and to address associated impacts to the natural, social and development environments. It is also likely that provision of this route would involve significant cost, seeing that it involves constructing a new route adequate to accommodate truck traffic. This route would also be fulfilling a regional, if not provincial transportation function and would be initiated in all likelihood by the Region as a regional road facility. Currently, the Region has nothing programmed for this improvement. Timing for this provision would be subject to approvals from the affected agencies and securing the funding from the Region but is likely in the 10 to 20-year timeframe for implementation.

Another improvement identified in the Regional TMP is the Norval alternate alignment. Discussion with the Town indicates that an Environmental Assessment Study is planned for 2015 with construction targeted to commence in 2018. The new alignment will provide a better connection to 10 Side Road and Bovaird Drive, providing an alternate route to Brampton potentially alleviating some of the east-west truck traffic on Highway 7 through Georgetown. Supporting improvements to Trafalgar Road and to connecting east – west roads would increase the potential for trucks to access and use a haul route around and not through the community of Georgetown.

GTA West

The MTO is currently undertaking Stage 2 of the Environmental Assessment Study for the GTA West Transportation Corridor. This work builds on recommendations from Stage 1 for the development of a preliminary design for a new transportation corridor within the Route Planning Study Area. The Route Planning Study Area extends from Highway 400 in the east, across the Greater Golden Horseshoe, to the Highway 401/Highway 407 ETR interchange in Halton Region. The transportation corridor will feature a 400-series highway, a transitway, and potential goods movement priority features to provide the transportation infrastructure to meet future growth in both population and employment.

The completed GTA West transportation corridor will provide a high order transportation connection for quarry truck traffic travelling east from Halton Hills to markets in Peel Region and the GTA. This will provide a more appropriate, alternate route for truck traffic that currently uses Guelph Street/Highway

⁶ Town of Halton Hills Transportation Master Plan, Hatch Mott MacDonald, November 2011

7 through Halton Hills and the Hamlet of Norval, creating congestion and operational issues along this corridor.

Winston Churchill Boulevard Reconstruction – North and South of Ballinafad Road/32 Side Road

The Regional Municipality of Peel, along with County of Wellington has completed a Schedule 'C' Class Environmental Assessment Study of Winston Churchill Boulevard from 1200 m south of Ballinafad Road/32 Side Road to 300 m north of Ballinafad Road/32 Side Road, including the intersection of Winston Churchill Boulevard and Ballinafad Road/32 Side Road in the Towns of Caledon, Halton Hills and Erin. The Study is required to address potential improvements to Winston Churchill Boulevard.

Key elements of the preferred design include paving the 2-lane Winston Churchill Boulevard, improving surface drainage, improving road geometry and sight lines along the corridor, protecting habitat in compliance with the Ontario Endangered Species Act, and installing an all way stop signs at the intersections of Winston Churchill Boulevard and Ballinafad Road, and Winston Churchill Boulevard and Olde Base Line Road.

The reconstructed Winston Churchill Boulevard will not be designed to carry truck traffic and current truck restrictions will remain in place.

Wellington County Road 50 also provides a good connection to Trafalgar Road to alleviate some of the truck traffic through Acton in the short term. Discussions with Wellington County staff indicate that Wellington Road 50 is planned to undergo a five-year capital improvement with reconstruction targeted to commence within the next two years. This improvement will extend from Third Line to Fifth Line with further pavement rehabilitation from Fifth Line to Wellington Road 24 (Trafalgar Road) in the following three years. The new roadway improvements will make Wellington Road 50 suitable as a haul route for trucks, providing some relief to Highway 7 through Acton and further south on Regional Road 25. In addition, widening Trafalgar Road to 4 lanes from Highway 7 to Steeles Avenue has been identified in the Halton Region TMP as part of its planned transportation system improvements.

Guelph Line (Halton Regional Road 1/Wellington Road 44) may also provide an alternative truck route as it connects to Highway 401 in the south at Cambellville. The Traffic Impact Study estimates that 95% of the quarry trucks will be travelling east on Highway 7. A detailed breakdown of the percentage of these trucks serving the eastern GTA markets is not provided in the quarry studies. Additional supporting data is required to substantiate that nearly all of the Eramosa Quarry production (95%) would be using Highway 7 to access all of these areas.

Conclusion

It is evident that the Town has been experiencing significant growth in truck volumes on Highway 7 throughout local urban areas in Acton and Georgetown. Although negotiations with individual quarries and gravel pits have resulted in some positive outcomes, the unpredictable nature of truck movement on the local roads, and the lack of suitable east – west truck routes other than Highway 7, highlight the need to re-evaluate the role and function of this roadway, particularly as it passes through the

communities of Acton, Georgetown and Norval. These communities contain a number of sensitive land uses such as schools, churches, childcare centres, businesses and homes that are in close proximity to heavy truck movements. Increased truck traffic will exacerbate vehicular, pedestrian and cyclist movements to/from these establishments. The traffic impact study should consider the effects the increased traffic from the Eramosa Quarry will have upon these land uses and their operation.

This analysis has found that the intersection of Main Street and Mill Street in Acton has significant physical constraints and any increase in truck traffic through this intersection increases the risk of collision. Trucks making turns at the Main Street and Mill Street intersection currently encroach into sidewalk areas. Any increase in truck traffic will create increased risk to pedestrians near the intersection. In addition, 80% of inspected heavy vehicles, primarily dump trucks were taken out of service in 2014. This further demonstrates the Town's safety concerns with trucks travelling through these urban communities. The study should consider other alternative routes such as a greater use of Guelph Line that mitigate some of the effects of trucks travelling through these communities.

In the shorter term, there are a number of north-south corridors, such as Guelph Line (Regional Road 1), Regional Road 25 and Trafalgar Road (Regional Road 3) that connect to Highway 401 making them desirable for haul routes. The Traffic Impact Study indicates that nearly all of the Eramosa Quarry trucks (95%) will be travelling east on Highway 7 towards Acton and only 5% travelling west. The study does not provide sufficient justification for the distribution of truck traffic or how the trucks will reach the destination markets. The study should consider all regional roads, including the greater use of Guelph Line to provide an alternative truck route for the Eramosa Quarry to access local markets and Highway 401. In addition, a review of the Revised Traffic Impact Study and supporting documents indicate that the estimated number of trucks generated by Eramosa Quarry may be understated.

In the longer term, providing a suitable alternative haul route and continuing participation with higher-tier municipalities to encourage improvements to Regional and Provincial roadways will improve the quality of the local roads. Furthermore, as identified in the Town's TMP, participation in the Halton Region Goods Movement Study will aid the Town and Region in establishing a reliable, continuous and efficient network for goods movement.



Appendix A

Listing of Aggregate Pits and Quarries

(Guelph District, Wellington Area)



District: Guelph District
Area: WELLINGTON AREA
Year:

Active Licences Only

Upper Tier Municipality: WELLINGTON CO
Lower Tier Municipality: ERIN
Geographic Township: ERIN

Licencee Legal Name Issue to Address	Licence ID	Trust Acct.	Lot and Concession /Section	P Q	Licence Area (ha)	Tonnage Limit (tonne)
Mulmur Aggregates Inc. P.O. Box 427 GUELPH ONTARIO N1H 6K5	5472	P720052	NE 1/2 11 2	P	22.28	
UAJV DEVELOPMENTS INC. 30 Floral Parkway Concord ONTARIO L4K 4R1	5531		Part W 1/2 27, 28 9	P	44.96	500,000
Christian E. Dehn R.R. #1 HILLSBURGH ONTARIO NOB 1Z0	5587	P720862	Pt. W1/2 of 25 5	P	9.64	20,000
Dufferin Aggregates, A Division of Holcim (Canada) Inc. 2300 Steeles Ave W. 4th Floor, Suite 400 Concord ONTARIO L4K 5X6	5598	P721015	E1/2 11,E 12,W1/2 11 10&11	P	102.06	725,600
James Dick Construction Limited Box 470 BOLTON ONTARIO L7E 5T4	5602	P721028	Pt. 14,15 11	P	136.40	725,600
Mulmur Aggregates Inc. P.O. Box 427 GUELPH ONTARIO N1H 6K5	5611	P721078	W1/2 of 11 4	P	8.10	20,000

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act



District: Guelph District
Area: WELLINGTON AREA
Year:

Active Licences Only

Upper Tier Municipality: WELLINGTON CO
Lower Tier Municipality: ERIN
Geographic Township: ERIN

Licencee Legal Name Issue to Address	Licence ID	Trust Acct.	Lot and Concession /Section	P Q	Licence Area (ha)	Tonnage Limit (tonne)
Halton Crushed Stone Ltd. 85 Passmore Avenue Agincourt SCARBOROUGH ONTARIO M1S 3B6	5685	P722880	SW1/2 of 20 8	P	41.51	454,000
Mann Construction Group Ltd. (2012) 5068 Whitelaw Road Unit 4 Guelph ONTARIO N1H 6J3	5733	P725194	W1/2 of Lot 26 1	P	13.00	75,000
ST. MARYS CEMENT INC. (CANADA) 55 INDUSTRIAL STREET TORONTO ONTARIO M4G 3W9	15343	P720510	Part Lots 29 & 30 8	P	49.50	750,000
Mulmur Aggregates Inc. P.O. Box 427 GUELPH ONTARIO N1H 6K5	15473	P727559	Part Lots 11 and 12 2	P	44.49	300,000
GORMLEY AGGREGATES, A Division of ESSROC Canad 949 Wilson Avenue Downsview TORONTO ONTARIO M3K 1G2	17246		W1/2 Lot 12 11	P	60.20	725,000
GORMLEY AGGREGATES, A Division of ESSROC Canad 949 Wilson Avenue Downsview TORONTO ONTARIO M3K 1G2	17246		NE1/2 Lot 12 10	P	60.20	725,000

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act



District: Guelph District
Area: WELLINGTON AREA
Year:

Active Licences Only

Upper Tier Municipality: WELLINGTON CO
Lower Tier Municipality: GUELPH
Geographic Township: PUSLINCH

Licencee Legal Name Issue to Address	Licence ID	Trust Acct.	Lot and Concession /Section	P Q	Licence Area (ha)	Tonnage Limit (tonne)
RIVER VALLEY DEVELOPMENTS INC. 183 Dufferin St.	5672	P722799	1,2 and 1,2,3,4,5 Con 4 and Con 5	Q	52.65	500,000
Guelph ONTARIO		N1H 4B3				

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of information
and Protection of Privacy Act



District: Guelph District
Area: WELLINGTON AREA
Year:

Active Licences Only

Upper Tier Municipality: WELLINGTON CO
Lower Tier Municipality: GUELPH/ERAMOSA TP
Geographic Township: ERAMOSA

Licencee Legal Name Issue to Address	Licence ID	Trust Acct.	Lot and Concession /Section	P Q	Licence Area (ha)	Tonnage Limit (tonne)
Donkers Poultry Farms Inc. c/o John Donkers 6051 Wellington Road 7 RR#2 Elora ONTARIO	5551	P720533	Pt. 8 3	P	11.75	20,000
		N0B 1S0				
Donkers Poultry Farms Inc. c/o John Donkers 6051 Wellington Road 7 RR#2 Elora ONTARIO	5552	P720534	Pt. 10 2	P	4.94	20,000
		N0B 1S0				
HANS VAN WISSELINGH, RODERICK VAN WISSELINGH C/O Robert Grant, Kearns, Mckinnon 265 Bridge Street, P.O. Box 128 Fergus ONTARIO	5578	P720767	27 3	P	19.12	20,000
		N1M2W7				
OUSTIC SAND & GRAVEL c/o Bill Hartung 31 Pinetree Dr. Guelph ONTARIO	5579	P720768	Pt. 28 4	P	20.25	25,000
		N1K 1P1				
George W. Leslie and Marion Shirley Leslie R.R. #1 ROCKWOOD ONTARIO	5702	P723058	West half Lots 15 & 16 6	P	56.60	250,000
		N0B 2K0				
1253252 ONTARIO LIMITED 412 Elizabeth Street Guelph ONTARIO	5703	P723059	3 4	P	63.52	30,000
		N1E 2Y1				

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act



District: Guelph District
Area: WELLINGTON AREA
Year:

Active Licences Only

Upper Tier Municipality: WELLINGTON CO
Lower Tier Municipality: GUELPH/ERAMOS A TP
Geographic Township: ERAMOS A

Licencee Legal Name Issue to Address	Licence ID	Trust Acct.	Lot and Concession /Section	P Q	Licence Area (ha)	Tonnage Limit (tonne)
ST. MARYS CEMENT INC. (CANADA) 55 INDUSTRIAL STREET TORONTO ONTARIO	5726	P724226	Pt. 27,28 6	P	19.36	175,000
		M4G 3W9				

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of information
and Protection of Privacy Act



District: Guelph District
Area: WELLINGTON AREA
Year:

Active Licences Only

Upper Tier Municipality: WELLINGTON CO
Lower Tier Municipality: GUELPH/ERAMOSIA TP
Geographic Township: GUELPH

Licencee Legal Name Issue to Address	Licence ID	Trust Acct.	Lot and Concession /Section	P Q	Licence Area (ha)	Tonnage Limit (tonne)
CAPITAL PAVING INC. P. O. BOX 815 GUELPH ONTARIO	5490	P720168	Pt. 7 & 8 2 DivC	P	32.21	400,000
		N1H 6L8				
LAFARGE CANADA INC. Lafarge Canada Inc. 6509 Airport Road Mississauga ONTARIO	5514	P720325	PART 4,5,6,7,8,9 1, 2, 3	B	142.34	2,000,000
		L4V 1S7				
RIVER VALLEY DEVELOPMENTS INC. 183 Dufferin St. Guelph ONTARIO	5672	P722799	1 & 2 4	Q	52.65	500,000
		N1H 4B3				
RIVER VALLEY DEVELOPMENTS INC. 183 Dufferin St. Guelph ONTARIO	5672	P722799	1-5 5	Q	52.65	500,000
		N1H 4B3				
Mount Elgin Dairy Farms c/o Tom Faulkner General Delivery Mount Elgin ONTARIO	55317		Part 19, 20 Conc 3 (Division B)	P	37.87	200,000
		NOJ1N0				
JAMES DICK CONSTRUCTION P.O. BOX 470 BOLTON, ONTARIO BOLTON ONTARIO	625630		Part Lot 1 Concession 6	B	39.40	700,000
		L7E 5T4				

Town of Halton Hills
Released Pursuant to the
Municipal Freedom of Information
and Protection of Privacy Act

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

July 23, 2015

Elizabeth Howson BES MCIP RPP
Principal
MSH Ltd.

Re: Comments on the Town of Halton Hills- Hatch Mott Macdonald Report

Dear Ms. Howson,

We have reviewed the Hatch Mott Macdonald (HMM) Report dated March 3, 2015. This report reviews the Final Haul Route Study prepared by Cole Engineering dated March 30, 2015.

There are several points that are important to raise at the outset that should inform any consideration of the HMM report. These are:

The Hidden Quarry will not change the rate of consumption nor the location of consumption of aggregate products. The GTA, Georgetown and Acton currently consume large volumes of aggregate in the construction and maintenance of roads, infrastructure, homes and businesses. Every load shipped from the Hidden Quarry to these markets will supplant a load that would have been delivered from a competing pit or quarry. As such there is not really any "new" traffic generated by the Hidden Quarry, only a new origin. Hidden Quarry is much closer than many competitors and as such will reduce overall traffic.

Truck traffic from Halton pits and quarries has been in steady decline over the past decade. The Town of Halton Hills and the Region of Halton have seen a significant decline in the local production of aggregate products. According to TOARC statistics, the Region of Halton production has declined from 15.8 million tonnes in 2001 to a low of 6.8 million tonnes in 2013. Similarly Burlington and Halton Hills (statistics combined to ensure confidentiality) have together seen a precipitous drop from 7.0 million tonnes to 2.1 million tonnes over the same period.

Crushed Stone sources from Halton Region cannot keep pace with GTA demand. Many Halton quarries have shut down or are running critically short of material. Recently, local opposition resulted in the refusal of an important license extension in Burlington. The State of the Aggregate Resource in Ontario Study indicates that despite the decline in Halton Region crushed stone production, overall stone consumption in the GTA will increase. It is logical that resources identified in neighbouring municipal Official Plans will be coming on stream to make up the deficit. See attached figures.

The Town of Halton Hills has recently approved truck generating development in the Acton area including a 4 Million Tonne per annum quarry and a business park. The Town of Halton Hills on its Economic Development webpage is actively promoting an important industrial park on the north side of Acton and has recently approved an extension to the Acton Quarry which has the potential to generate many times the traffic of the Hidden Quarry. The HMM report is silent about the impact of these local approvals.

The HMM report indicates that any new truck traffic is a concern. If taken to a conclusion this would advocate the limitation of any growth in the provincial economy upstream from the Town of Halton Hills, including any industrial development in Guelph Eramosa Township, relying on Halton Hills transportation corridors. The Provincial Growth Plan and local planning documents acknowledge that significant growth will occur in areas relying on transportation corridors through

the Town of Halton Hills. The Hidden Quarry traffic should be considered part of this planned growth. The Province funds the maintenance of Hwy 7 and the Connecting Link through Acton and Georgetown in recognition that these roads have the function of carrying inter-regional traffic for the movement of people and goods.

We agree with the HMM findings in the following areas:

- 1. The number of site generated trips is relatively small in comparison to the existing traffic.**
 - Even using extremely high peak year/ peak month/ peak day calculations performed by HMM, the traffic impact on Highway 7 west of Churchill Road would result in only a 0.2 percent increase in daily traffic. This event is an outlier and would only occur very rarely.
 - Similarly, on County Road 25, the increase in daily traffic would be only a 1.0 percent increase. Once again this event would only occur rarely.
 - Both these values lie within the range of daily fluctuations of existing traffic on these roads.
- 2. There is a lack of a suitable east- west truck route other than Highway 7.**
 - A high degree of truck route restrictions by the Town of Halton Hills and the Region of Halton on all east-west routes with the exception of Highway 7 has focused truck traffic into the urban centres of Acton and Georgetown.
 - The alternative Highway 7 alignment by-passing Acton, while identified in the Halton Region Transportation Master Plan Study conceptually, is not currently a priority with the road authority and no approvals or programming is currently in place for this potential route.
- 3. The peak hour of the peak day of the peak month of the peak year is about 23 shipments per hour.**
 - In correspondence to Burnside dated July 31, 2013 Cole Engineering responded to comments by Burnside relating to peaking, taking into account days of the week, weather etc. Cole calculated the peak hour of the peak month in a peak year scenario at 24 shipments per hour, similar to the calculations made by HMM.
 - While interesting to note, this number has less value in planning for actual impact from the quarry operations as the manifestation of this traffic level would be exceedingly rare, if in fact it ever actually occurred.
 - All of the traffic impact calculations in the HMM report use this extreme shipping day scenario, yet increases in daily traffic remain small.

We respectfully disagree with the HMM report in the following areas:

- A. Highway 7 through the Township of Halton Hills is not “incompatible” with truck traffic.**
 - Use of Highway 7 is permitted, planned, designed, designated, funded and used for truck traffic. Both the Halton Region Official Plan, and the Halton Hills Official Plan identify the function of Provincial Highways to accommodate mainly inter-regional traffic and accommodate all truck traffic. This road serves an essential inter-regional function for which there are no current alternatives.
- B. The HMM report, while being commissioned by the Town of Halton Hills, ignores significant transportation advantages in other jurisdictions.**
 - The Hidden Quarry as a new point of origin for aggregate products in a close to market location eliminates approximately 1.5 million kilometers per year of current truck traffic. Guelph and many other municipalities will see a reduction in truck traffic given the more competitive location of the Hidden Quarry. This will

save costs to consumers, taxpayers, lessen congestion and reduce road wear and tear. This overall provincial benefit was not considered in the HMM report.

C. Overall collisions will be less with the Hidden Quarry approval.

- The savings of up to 1.5 million truck kilometers per year will reduce overall collisions.

D. There is no serious traffic congestion currently in Acton when compared to most other parts of the GTHA.

- As an experienced truck fleet operator, the traffic flow in Acton is currently not in a condition that would warrant the use of extended alternative routes. When compared to most other traffic nodes in the GTA, the intersection in Acton is relatively free flowing. While traffic conditions are perceived relatively, many GTHA municipalities are far more congested than Halton Hills. The Halton Transportation Master Plan 2011-2031 Appendix F4 Goods Movement (Page 11) states: *"Halton generally experiences less severe levels of congestion than some other areas within the GTHA as Halton's Travel Time Index (1.44) is still below the GTHA average of 1.63."*
- Travel through Acton on County Road 25, even at rush hour, can be accomplished in one or two minutes.

These comments were prepared in consultation with Cole Engineering. For technical information we continue to rely on the Cole Engineering TIS and HRS as previously submitted.

I have attached some self-explanatory figures taken from TOARC Statistics and from the 2009 State of the Aggregate Resource in Ontario Study (link below) . These figures outline the projected demand for aggregate, particularly crushed stone, Halton's diminishing role in crushed stone production, and the challenge that Ontario faces in making new resources available.

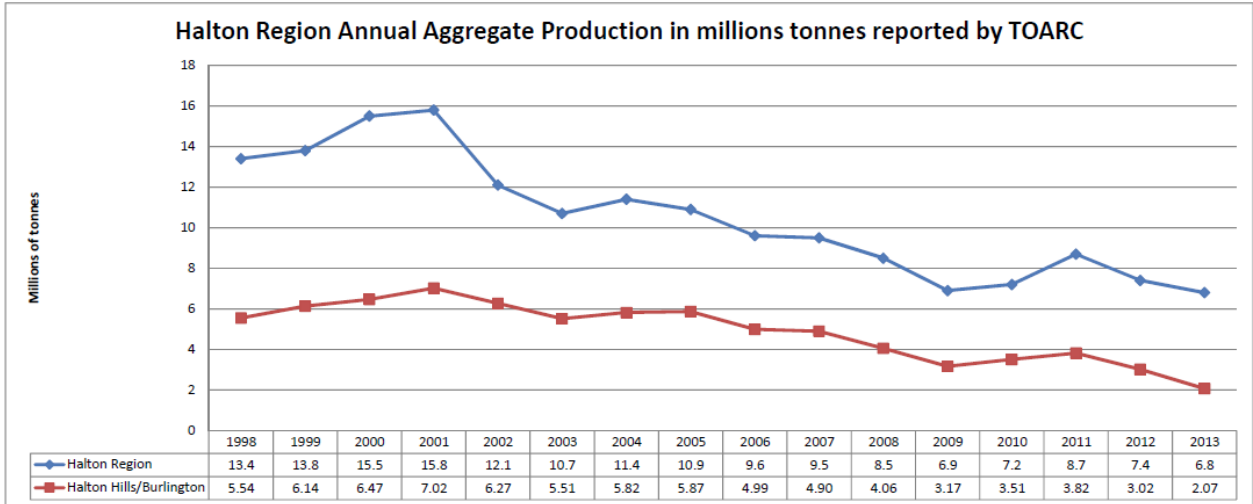
http://files.ontario.ca/environment-and-energy/aggregates/aggregate-resource-in-ontario-study/stdprod_067712.pdf

Sincerely

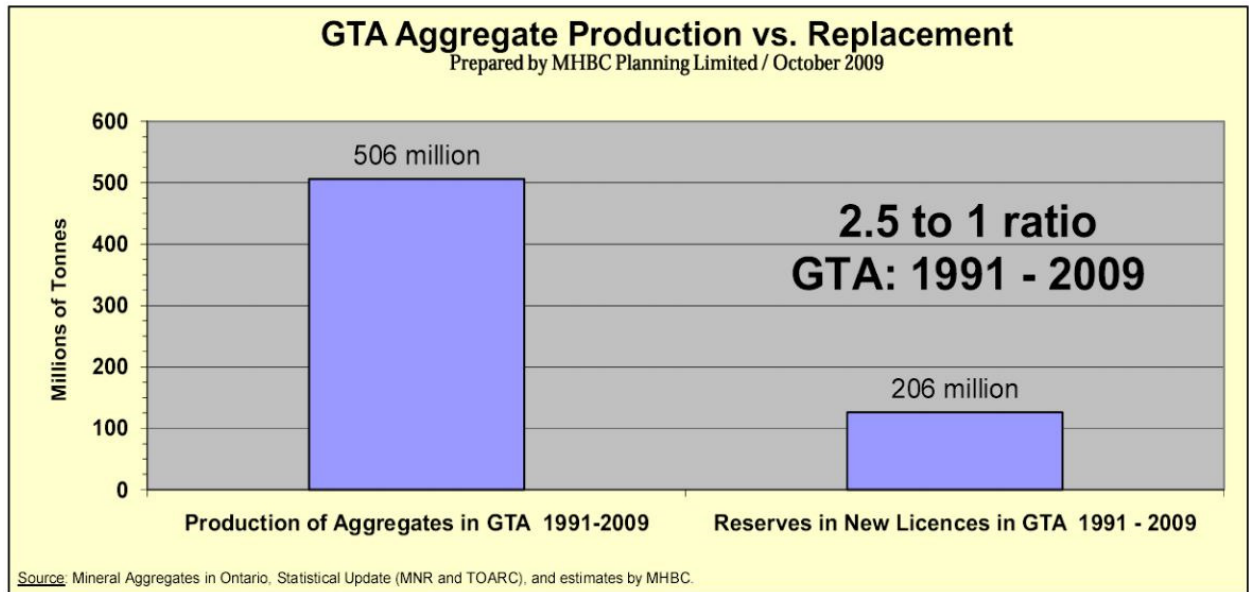
JAMES DICK CONSTRUCTION LIMITED



Greg Sweetnam



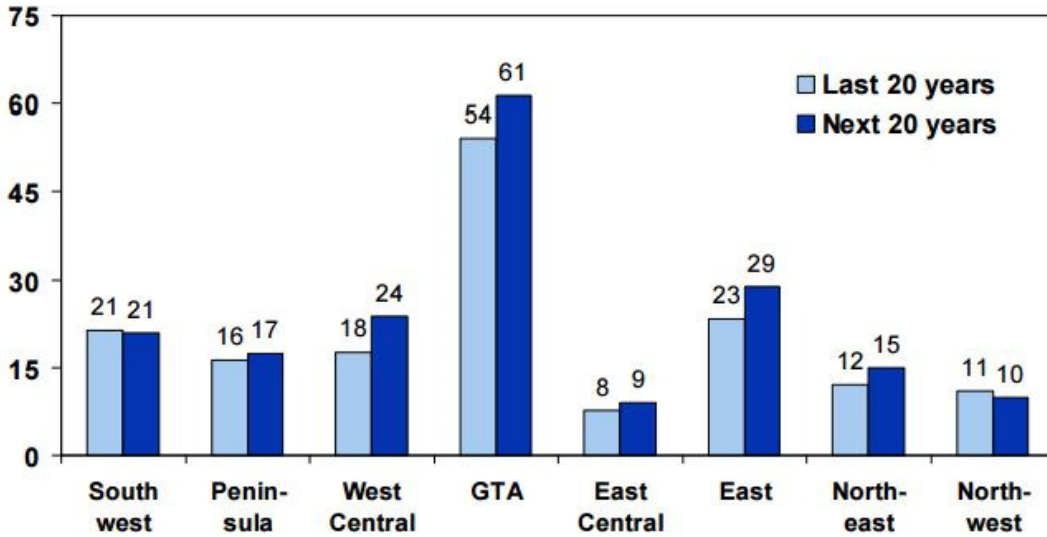
Essentially all of the west GTA Crushed Stone production has come from Halton as Peel, Toronto and York produce none.



We are 300 Million tonnes behind where we were in 1991 as of 2009. We have used up another estimated 40 Million Tonnes of GTA reserves since 2009.

Most areas of the province expected to consume at least as much aggregate in the next 20 years as the last 20 years

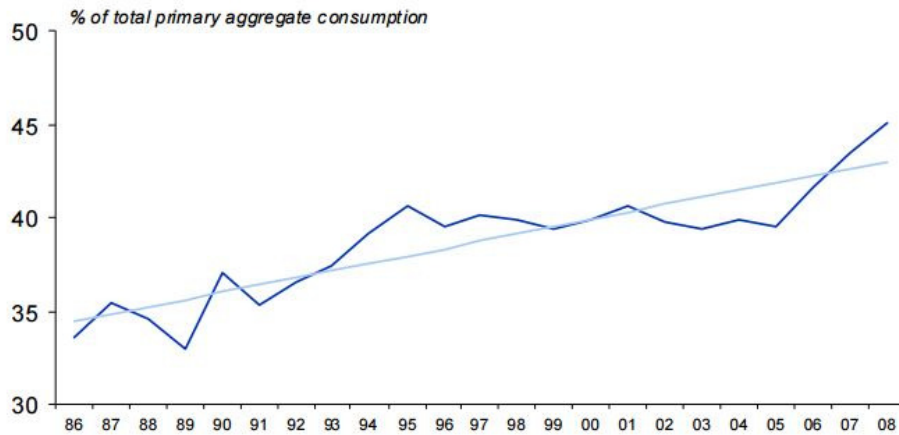
Average annual aggregate consumption, millions of tonnes



Source: Altus Group Economic Consulting, see Appendix A

Figure 2- 6 Crushed Stone as a % of Total Consumption of Primary Aggregate, Ontario

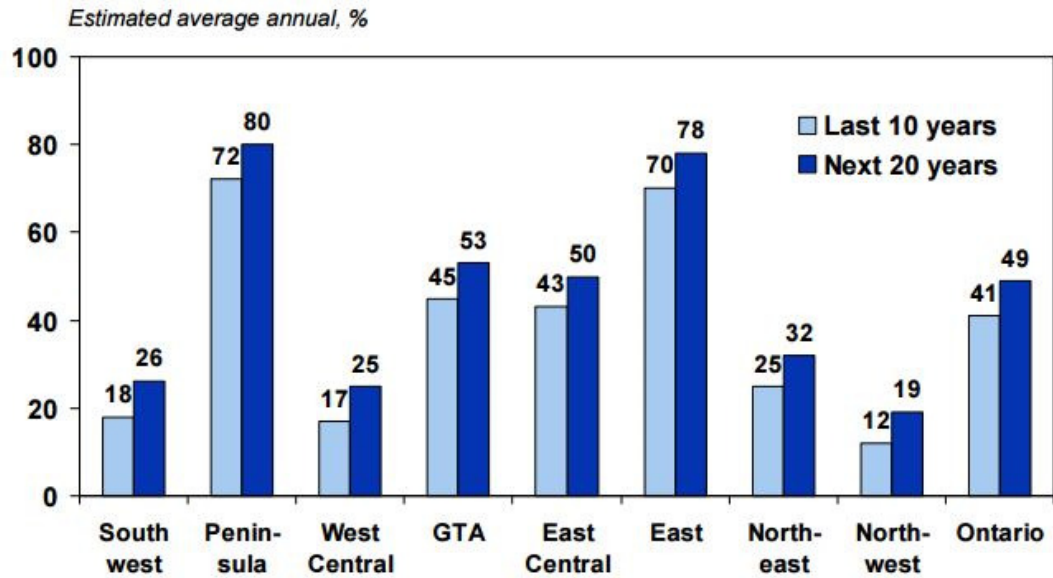
Crushed stone has been gradually increasing its role in aggregate consumption



Source: Estimates by Altus Group Economic Consulting based on information from MNR and TOARC

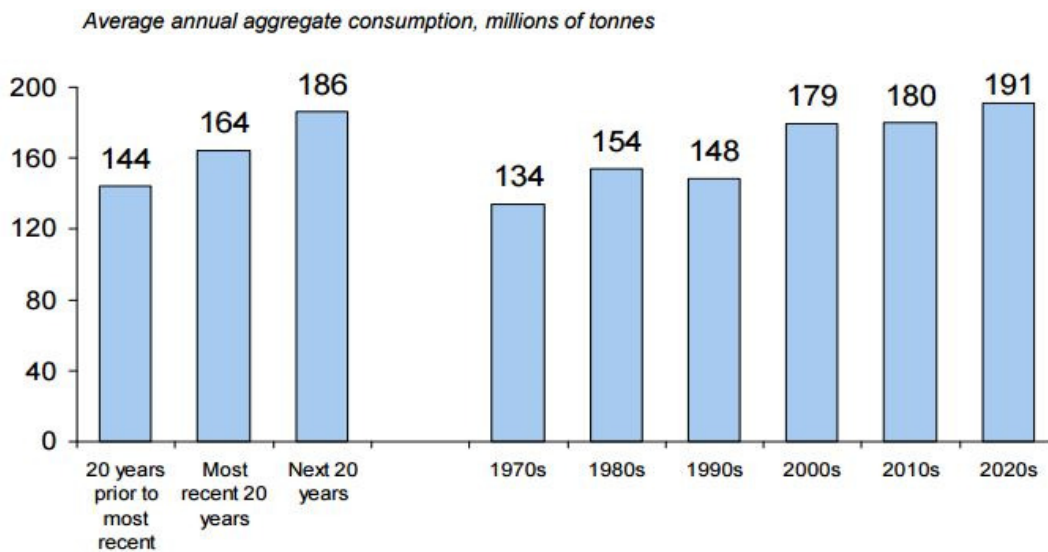
Figure 5- 19 Crushed Stone as % of Total Consumption of Primary Aggregate, Geographic Areas

Usage of crushed stone expected to continue to increase



Source: Altus Group Economic Consulting, see Appendix A

Ontario's consumption of aggregate expected to be higher over the next 20 years than the last 20 years



Source: Altus Group Economic Consulting; see Appendix A



August 27, 2015

Via: Email

Ms. Kim Wingrove
Chief Administrative Officer
Township of Guelph/Eramosa
8348 Wellington Road 124
P.O. Box 700
Rockwood ON N0B 2K0

Dear Ms. Wingrove:

**Re: Peer Review of Traffic Impact Study and Haul Route Study
Proposed Eramosa Quarry (Hidden Quarry)
James Dick Construction Ltd.
Project No.: 300032475.0000**

This letter provides our ongoing peer review of the following studies:

- Revised Traffic Impact Study, Eramosa Quarry, Township of Guelph-Eramosa; prepared by Cole Engineering; dated August 20, 2015;
- Revised Haul Route Study, Eramosa Quarry; Township of Guelph-Eramosa; prepared by Cole Engineering; dated August 20, 2015.

In completing this peer review we have also considered the following documentation:

- Potential Impact of Hidden Quarry on the 6th Line & Residents; presentation to Guelph/Eramosa council by Concerned Residents Coalition (Perry Groskopf, CRC Rockwood Inc.); dated February 3, 2015;
- Letter Re: Comments on the Town of Halton Hills – Hatch Mott Macdonald Report; prepared by James Dick Construction Limited (Greg Sweetnam); dated July 23, 2015;
- Email response matrix to Burnside Haul Route Study Comments (June 26, 2015); prepared by James Dick Construction Limited (Greg Sweetnam); dated July 23, 2015.

Burnside has provided peer review comments on a number of earlier versions of these reports, and therefore the current review is a culmination of these efforts, focusing on the items that remained outstanding at the time of these earlier reviews. Reference should be made to these earlier review comments for the complete peer review assessment completed.

Item 1 - Revised Traffic Impact Study

The main conclusions and recommendations of the Traffic Impact Study (TIS) were summarized in Burnside's peer review letter dated April 7, 2014. The additional, or revised, conclusions and recommendations of the revised TIS are summarized as follows (paraphrased):

- a) It is confirmed that a westbound left turn lane is warranted at Highway 7 / 5th Line and that an eastbound left turn lane is warranted at Highway 7 / 6th Line, together with a continuous turn lane to be provided between 5th Line and 6th Line.
- b) Fleet data has been provided to confirm the assumption of 33 tonnes per truck, to estimate yearly truck trip generation from the quarry.
- c) A westbound right turn lane is proposed at 6th Line / Highway 7, including the addition of oversize truck entrance signs, to improve the safety of truck turning movements at this location.

Burnside Comments on the Revised TIS

1. **Upgrading of 6th Line to Accommodate Eramosa Quarry** – Upgrades, to 6th Line will include the removal of the crest to provide sufficient sight distance to the intersection with Highway 7, plus upgrade of the road base, including an asphalt surface, to accommodate the quarry traffic. The revised TIS recommends that profile adjustments be made to 6th Line; however, improvements to the road base are not addressed in the revised TIS. It is recommended that the improvements identified be included in the detailed designs / agreements for this project.
2. **Horizon Period** – It is noted that a ten year horizon period has been analyzed in the TIS, while a twenty year operational period is forecast for the quarry. It is recommended that the longer horizon period be considered in any designs for improvements to the roads in this area.
3. **Traffic Operations at the Intersection of Highway 7 / 6th Line** – It is noted that the egress from 6th Line onto Highway 7 is forecast (2023 total traffic conditions) to have a poor Level of Service (LOS F) (i.e., long delays), but that sufficient capacity is available. There are no practical mitigation measures to reduce the delays for this movement, since traffic signals are not warranted. Improvements to this intersection (i.e., westbound right turn deceleration lane, eastbound left turn lane, improvements to stopping sight distance on 6th Line) will assist in maximizing overall operational efficiencies / safety.
4. **Left Turn Lanes on Highway 7 at 6th Line and at 5th Line and Right Turn Lane on Highway 7 at 6th Line** – Based on a left turn warrant analysis, the revised TIS recommends a continuous turning lane on Highway 7, between 6th Line and 5th Line, to provide for an eastbound left lane at 6th Line and a westbound left turn lane at 5th Line. The revised TIS recommends a westbound right turn deceleration lane on Highway 7 at 6th Line. The responsibility, designs, and permits for these improvements should be confirmed with the Ministry of Transportation.

5. **Impacts to 6th Line and Highway 7** – The Concerned Residents Coalition raised a number of issues pertaining to traffic impacts on 6th Line and on Highway 7 in the area of the Eramosa Quarry. Based on our peer review of the TIS we believe that the improvements identified for 6th Line and for Highway 7 are sufficient to mitigate the traffic impacts from this development in this area. The relocation of 6th Line and 5th Line into a single signalized intersection is not justified from a traffic perspective, given the potential for less obtrusive mitigation measures being available (i.e., left turn lanes at each of the intersections, with a continuous turn lane between intersections, plus a right turn deceleration lane at 6th Line). The background traffic using the 6th Line intersection is forecasted to be very low (i.e., 11 vehicles per hour in the peak hours), which does not justify the bridge replacement on 6th Line to the north, which would be required to provide an alternate travel route. The improvements to Highway 7 are subject to approvals / permits being obtained from the Ministry of Transportation (MTO), since Highway 7 is under their jurisdiction. Previous comments from the MTO have not identified the spacing between 5th Line and 6th Line to be a potential concern.

Item 2 - Revised Haul Route Study (HRS)

The main conclusions and recommendations of the Haul Route Study (HRS) were summarized in Burnside's peer review letter dated June 26, 2015. The additional, or revised, conclusions and recommendations of the revised HRS are summarized as follows (paraphrased):

- a) Fleet data is now provided to confirm the use of 33 tonnes per truck to calculate daily truck generation.
- b) Additional information has been provided to confirm measures that are proposed to control against the potential for trucks to queue on 6th Line before the gates are opened at the Eramosa Quarry (i.e., on-site queuing potential, space between the gate and the road for one truck, policies to discipline drivers who arrive early).
- c) Detailed shipping data is now provided for the proxy site (Erin Pit), to confirm the truck trip generation calculations.
- d) Calculations are provided to confirm that the Eramosa Quarry has the potential to reduce truck travel in the Province by 1,505,282 km, due to this source being closer than alternate sources to the areas of aggregate demand.
- e) Turning templates are provided for the intersection of Main Street / Mill Street (Acton) that confirm that large trucks may encroach onto the curb for the westbound to northbound movement. Trucks straddling the approach lanes are able to negotiate the turn without encroachment. Possible improvements were identified to address this issue, including elimination of the westbound right turn lane and adjustment of the signal timing to provide additional east-west green time to maintain capacities.
- f) It is forecasted that the Eramosa Quarry will increase the heavy vehicle proportion of traffic along Regional Road 25 by approximately 15%. Assuming a linear correlation of collisions to traffic volumes, it is forecasted that the increased traffic from the Eramosa Quarry has the potential to increase the collision rate in this area by less than one collision over its 20 year lifespan.
- g) The revised HRS continues to maintain that Sections 5 to 8 of the *Haul Route Study – Terms of Reference* are not required, due to the low volume of additional trucks forecasted on the haul routes.

Burnside Comments on the Revised HRS

1. **Coordination of HRS Study with TIS Study** – Various improvements are identified in the TIS as being warranted on Highway 7 at 6th Line (Township of Guelph/Eramosa) and at 5th Line (Town of Milton). The warrant analysis in the revised TIS is consistent with the trip distribution from the Eramosa Quarry that is assumed in the revised HRS. It is expected that the detailed designs, agreements and permits for the Eramosa Quarry will be based on the conclusions and recommendations set out in both the HRS and the TIS, suitably coordinated, once approved. MTO permits and approvals are required for improvements to Highway 7.
2. **Forecasted Truck Generation** – The revised HRS now provides additional details on the anticipated truck fleet for the Eramosa Quarry. The revised information supports the use of the 33 tonne capacity for calculating the yearly truck generation. However, we note that peak hourly truck generation has been based on operational data from the proxy site (Erin Pit), as discussed further below.
3. **Coordination of Operations Between Guelph Quarry and Eramosa Quarry** – Previous comments had requested quantification / clarification on how many trucks, from the existing Guelph Quarry, may be supplanted by the new Eramosa Quarry. The requested information will provide a better assessment of net impacts due to increased truck volumes, particularly through sensitive areas (e.g. connecting links through Guelph, Rockwood, Acton and Georgetown). It may also provide a better assessment of whether alternate haul routes (e.g. Guelph Line (RR1)) may present some relief to the use of eastbound Highway 7 as the primary haul route. The revised HRS does not provide any quantification of the net change in truck volumes and therefore, in the absence of such information, we assume that the new truck traffic will supplant very little of the existing truck traffic through Acton.
4. **Potential Reduction in Provincial Truck Traffic** – In the related documentation, James Dick Construction Limited has provided additional information on the supply and demand of crushed stone in the Greater Toronto Area (GTA). The revised HRS does not include this additional information, which appears to support the assumptions made in the calculation of potential reduction in Provincial truck traffic kilometers, which may result from the implementation of the Eramosa Quarry (i.e., source closer to demand). While the information provided is insufficient to fully justify the magnitude of the forecasted reduction, it is reasonable to assume that some benefit will be derived from the implementation of the Eramosa Quarry.
5. **Safety Issue at Intersection of Main Street / Mill Street (Highway 7, Acton)** – The revised HRS now provides a turning template analysis of the intersection of Main Street / Mill Street in Acton. The analysis confirms that quad-axle tractor trailer trucks may mount the curb in making the westbound to northbound movement at this intersection. The HRS notes that the lane configuration allows for trucks to straddle the two westbound lanes (i.e., right turn lane and through-left turn lane) to make this turn without mounting the curb. While this may be possible during uncongested periods, the ability of trucks to take command of both lanes may be restricted during more congested periods. The analysis in the HRS also shows that the elimination of the right turn lane (i.e., thus forcing trucks to make the turn further from the curb) is also a possibility. However, under such operations the westbound movement is forecasted to operate at 95% of capacity during the peak p.m. period and this lane configuration does not efficiently address the traffic volumes at this location. Therefore, while this may provide some improvement for the westbound right turns, overall we do not recommend it as a long term mitigation measure to address the

issue identified. We suggest that the HRS should also include further review of the following additional potential mitigation works to address the safety issue identified at this intersection:

- Improvement of the northeast curb radius; and/or
- Reduction of the length of the westbound right turn lane (i.e., rather than elimination of the lane), to better allow for westbound trucks to take control of both lanes to make the turn, rather than being forced into the relatively narrow right turn lane in advance of the intersection.

We confirm that the safety issue identified already exists for large trucks turning at this location. The data provided forecasts that between 12 and 14 heavy vehicles per hour (vph) currently make the westbound right turn movement at this intersection during peak periods. Based on the HRS we forecast that the Eramosa Quarry may increase the volume of heavy vehicles making this turn by about 10%, adding about 10 heavy truck turning movements on a daily basis during peak operational periods at the quarry.

While the revised HRS provides some additional analysis of the truck issues along the Highway 7 connecting links (i.e., analysis of the intersection of Main Street / Mill Street in Acton), it does not confirm the magnitude of safety issues along the corridor. We understand that the Town of Halton Hills will be requesting the Minister of Transportation to partner with the Town to commence a study for long-term transportation alternatives for aggregate haul routes impacting the Town of Halton Hills, including reviewing the need for an Acton By-pass to accommodate truck traffic.

- 6. Forecasted Truck Traffic in the Peak Period and on a Daily Basis** – The revised HRS forecasts a maximum of 13 truckloads shipped from the Eramosa Quarry per peak hour at peak operation during the peak season, based on average rates over the peak period (i.e., including Saturdays, which have significantly lower production rates). The monthly production data for the proxy site (Erin Pit) has now been included in the revised HRS. Based on our review of the proxy shipping data we suggest that a more appropriate design peak hour rate should be in the range of 20 vehicles per hour (vph), which is closer to the 30th highest hour that is typically used for peak hour traffic analysis purposes. The data recorded shows a maximum hourly shipping rate of 23 vph, which would be experienced on an infrequent basis.

The HRS forecasts an average daily truck shipping volume of 114 trucks per day during the peak month. The proxy data provided shows that the peak day of the peak month had a truck shipping volume of 174 vehicles per day (vpd) and that 65% of the days in that month had shipping volumes that exceeded 114 vpd. Based on this review we conclude that the forecasted daily truck volumes, used for analysis, may under-estimate typical peak period conditions.

While the HRS may under-estimate the peak hour and peak day volumes of trucks generated by the Eramosa Quarry, it is unlikely that the higher volumes will substantially change the conclusions reached in the impact assessment that has been provided to date in the HRS.

- 7. Need for Additional Environmental Review** – The HRS concludes that Sections 5 to 8 of the *Haul Route Study – Terms of Reference* need not be completed because it has been demonstrated that the additional truck traffic on the haul routes would be very low. As noted above we believe that the truck volumes may be under-estimated in the HRS. However, with the exception of the safety issues identified at the intersection of Main Street / Mill Street (Acton), there has not been sufficient information provided to identify the potential

issues along the haul routes. Therefore, in our opinion, it is premature to conclude that a more holistic environmental review is not warranted.

8. **Consideration of Alternate Haul Routes** – The response matrix provided by James Dick Construction Limited (JDCL) provides some rationale for not diverting additional traffic to Guelph Line, in lieu of sending almost all of the traffic to the east on Highway 7. The disadvantages identified for this route include the following:

- Adds 9 km to the typical haul route;
- Requires travel on Milton Townline (Regional Road 32) which has seasonal truck restrictions;
- Requires additional turning movements to access Highway 401.

The revised HRS does not provide an assessment of this alternate haul route. It is recommended that the HRS be revised to include an appropriate assessment of this haul route option.

9. **Truck Queuing at the Quarry Site Access** – The issues surrounding truck queuing at the site access have now been adequately dealt with in the TIS.

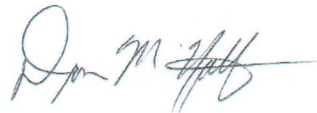
In conclusion, we believe that the TIS has provided sufficient information to confirm the requirements for road improvements in the area of the Eramosa Quarry, which should be implemented through the detailed design and approval process. Further, we conclude that matters remain outstanding with respect to the HRS, which should be further addressed before this study is approved.

Yours truly,

R.J. Burnside & Associates Limited



Henry Centen, P.Eng.
Senior Transportation Engineer
HBC:sj



Don McNalty, P.Eng.
Vice President, Public Sector

cc: Elizabeth Howson, Macaulay Shiomi Howson Ltd. (enc.) (Via: Email)

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

In the preparation of the various instruments of service contained herein, R.J. Burnside & Associates Limited was required to use and rely upon various sources of information (including but not limited to: reports, data, drawings, observations) produced by parties other than R.J. Burnside & Associates Limited. For its part R.J. Burnside & Associates Limited has proceeded based on the belief that the third party/parties in question produced this documentation using accepted industry standards and best practices and that all information was therefore accurate, correct and free of errors at the time of consultation. As such, the comments, recommendations and materials presented in this instrument of service reflect our best judgment in light of the information available at the time of preparation. R.J. Burnside & Associates Limited, its employees, affiliates and subcontractors accept no liability for inaccuracies or errors in the instruments of service provided to the client, arising from deficiencies in the aforementioned third party materials and documents.