



Responses to TRAFFIC QUESTIONS document  
Submitted by Geoff Knuff at the June 8, 2009 CLC Meeting

## MARKET LOCATION AND TRUCK ROUTES

Over the next twenty years of production from the expanded Acton quarry.....

1. Where are the markets for Acton's aggregate?

*DFA Response: According to the Places to Grow Act the Growth Plan for the Greater Golden Horseshoe will experience an increase in population from 3.7 million people in 2001 to a projected 11.5 million people in 2031. This area's population growth over this time will represent approximately 80% of all of Ontario's growth. The majority of material shipped out of Acton Quarry goes easterly and/or southerly to places such as Northwest Halton Hills (Acton & Georgetown), Brampton, and west GTA. The approximate boundary for this is Hwy #400 to the east and Hwy #401 to the south.*

2. How much of that aggregate will be used in Halton Hills? ....elsewhere in Halton?

*DFA Response: Presently approximately 27% of the aggregate that comes out of the Acton Quarry is used in Halton Region. That number could likely increase over the next 10 years as sources for good quality aggregate are diminishing faster than what will be required for development. As Halton's Capital Infrastructure projects come on line to support planned growth, more local aggregate can be used. This is good for the environment and the local economy.*

3. What proportion of the gravel truck traffic will travel on Municipal roads? ... on Regional roads?

*DFA Response: The three main travel routes of the haul trucks leaving Acton Quarry use both Regional and Municipal Roads to get to their destination. There is a notable variance during the spring season (March to April) where quarry traffic only uses Regional Road 25 because of half load restrictions along 4<sup>th</sup> Line. Based on the findings of MMM Group in the Traffic Impact Assessment report, the percentage split in 2005/06 was 63% on Regional Roads and 37% on Municipal Roads.*

## COST OF ROAD MAINTENANCE

1. What fees are currently paid to the Town of Halton Hills for road maintenance?

*DFA Response: All Aggregate producers are required to pay an Aggregate Licence Fee of 11.5 cents of produced material. This fee is split up as follows:*

- 1.5 cents to upper tier municipality (Halton Region)
- 6 cents to lower tier municipality (Town of Halton Hills)
- 3.5 cents to Ministry of Natural Resources
- 0.5 cents Abandoned Pit Fund

Therefore if we produce 2.5 million tones of aggregate from the Acton Quarry in one year, the Town of Halton Hills would receive \$150,000 as part of the Aggregate License Fee. The Municipality makes the decision as to how these funds are to be spent.

2. What percentage of the actual costs of maintenance will be covered by these fees?

DFA Response: Halton Hills collects their tax revenue from a number of sources over the course of a year and uses these funds to help pay for operating expenditures. Of the total operating expenditures in 2008 for the Town of Halton Hills, approximately 23.5% of costs were used for transportation services, including road maintenance (data taken from Town of Halton Hills Consolidated Statement of Financial Activities for 2008, found on the Town of Halton Hills website [www.town.halton-hills.on.ca](http://www.town.halton-hills.on.ca)).

3. Are additional fees being considered for the 3<sup>rd</sup> Line / Churchill Road Routes?

DFA Response: Not aware of any at this time.

#### TRAFFIC SAFETY ON 22 SIDEROAD AND 3<sup>RD</sup> LINE / CHURCHILL ROAD

1. Will the two truck entrance / exists on 22 Sideroad continue to be used?

DFA Response: Yes

a) the lighted intersection serving trucks hauling to the crusher?

DFA Response: Yes

b) the unlighted one at the top of the winding hill serving customers' trucks?

DFA Response: Yes. The hours of operation for any shipping that would use this entrance / exit for traveling along Regional Road 25 are Mon. – Fri. 6:00 a.m. to 7:00 p.m. and Sat. 6:00 a.m. to 2:00 p.m. Due to shipping taking place during daylight hours there is no requirement to light this entrance / exit.

2. If 3<sup>rd</sup> Line and Churchill roads are used to convey rock to the crusher, will they cause additional interruptions to local traffic flow?

DFA Response: The 3<sup>rd</sup> Line North truck crossing between Phases 1 and 4 will be a signaled intersection and therefore should not pose any noticeable interruptions to the local traffic flow. The MMM Group Traffic Impact Assessment addresses all traffic issues including impacts on local flows. Additional traffic management may be requested by approval agencies as the approval process evolves and we will address those requests accordingly.

#### TRAFFIC CONGESTION IN HALTON HILLS

1. Has the Town or the Region indicated that they plan to construct any bypass routes to keep gravel trucks away from the center of the Town?

DFA Response: The Town of Halton Hills has indicated on several occasions that they would like to see a ban on haul trucks from traveling on Maple Ave. Presently, Maple Ave. is an approved truck route through Town. We are not aware of any proposal by the Town to construct a bypass.

2. Would Acton Quarry encourage or refuse entrance to larger gravel trucks if the province permits them on Ontario's roads?

DFA Response: We intend to allow whatever gravel/haul trucks that are permitted to travel along Ontario roads as long as safety is a continued priority and not compromised.

## JOINT PROJECTS WITH HALTON POLICE

In the past the Acton Quarry has cooperated with the Police to discourage the idling of trucks near homes while waiting for the quarry to open. They have also denied entrance to speeders when notified by an employee operating a radar message board on 17 Sideroad.

1. Does the Quarry intend to continue this kind of partnership?

*DFA Response: Yes we intend on maintaining these partnerships in order to continue making safety and the reduction of community nuisance our number one priority.*

2. Are there other cooperative safety programs being considered?

*DFA Response: We recently partnered with Halton Police to conduct truck maintenance inspections at our Milton Quarry as part of Halton Region Police Services' crack down on truck safety. We are always looking for better ways to improve safety on the roads in and around the quarry.*

## QUESTIONS ARISING FROM PAST MEETINGS

1. Has the Quarry found a way to mitigate the well water concerns of local residents?

*DFA Response: The majority of well water concerns have arisen from residents along 4<sup>th</sup> Line. In an attempt to satisfy their concerns, DFA hired a third party consultant (Jagger-Hims) to prepare a ground water study that concluded the Acton Quarry did not have any impacts on the groundwater wells of the 4<sup>th</sup> Line residents.*

2. Has the Quarry found a way to mitigate the noise and vibration concerns of local residents?

*DFA Response: We have monitored the noise from the quarry to ensure that we do not exceed the MOE regulations. As precautionary measures we have constructed a noise barrier along the 4<sup>th</sup> Line entrance to the quarry. We also have installed rubber screens in the processing plant. These two initiatives have gone a long way to help minimize the impacts of noise on the surrounding residents.*