



## PEER REVIEWS OF PIT APPLICATION NEARING COMPLETION

Some of the reviews of Capital Paving's technical reports prepared as part of the application process for the proposed Shantz Station Pit have now been completed, with others still being worked on. They include peer reviews done for Woolwich Township and Waterloo Region, and one review conducted by the Region's own technical experts.

Peer reviews completed thus far include those for noise, air quality, visual impact and hydrogeology, while a review of Capital's technical report on traffic was conducted by the Region's own transportation engineering/planning employees. The peer reviewers were hired by the municipalities to provide independent analyses of the

technical reports prepared by Capital's consultants, with their fees covered by the company.

The peer review process involves the proponent's (in this case Capital Paving's) technical experts working to satisfy the reviewers that the company's technical reports are complete, that the information included is scientifically and statistically accurate, and that any impacts from the project are mitigated to within regulated standards.

Below are highlights of two of the peer reviews completed to date, along with responses to the reviewers' comments from Capital's consultants:

### ● NOISE

In addition to reviewing the noise calculations developed by Capital's noise consultants, the peer reviewers for the Region undertook their own sample calculations and predictions of the expected noise impacts of the pit. The reviewers also conducted a site visit of the proposed pit area to observe the general noise environment, to verify that all of the receptors had been included and to view the overall topography of the areas of concern.

The reviewers stated that the assumptions in the noise technical report and the assumed equipment sound levels are acceptable. They did make some comments about – and request some additions to – Capital's technical study. These included reviewing alternate haul routes, considering the “dynamic” nature of noise coming from the pit as extraction progresses in different areas, and questioning the space required to construct an 11-metre high berm to mitigate against noise impacts.

Capital's noise consultants responded that the project team did review alternative haul routes with the preferred haul route having minimal noise impacts – with trucks leaving and entering the site directly from Shantz Station Road, and travelling to and from Highway #7. Capital's consultants also noted that Shantz Station Road has been planned and designed to accommodate heavy truck traffic.

Capital's noise consultants also detailed how the “dynamic” nature of the extraction process had been addressed in his technical report and provided additional detail about the proposed 11-metre high barrier around the processing area.

In their response to Capital's noise consultants' explanations, the Region's peer reviewers indicated they had no issues with the findings that Capital's recommended haul route would provide minimal noise impacts or with the assessment taken to reach that conclusion.

The peer reviewers reported they were satisfied that acoustic concerns have been addressed, but asked that details be provided about the pit excavation and the 11-metre berm height.

### ● TRAFFIC

Waterloo Region's review of Capital's traffic study does not dispute the traffic volumes estimated by the company to result from the operations of the proposed pit. Those volumes are an average of 59 trucks per day, with a peak hour volume of 9.2 trucks per hour if the Shantz Station Pit was operating at its maximum extraction limit of 500,000 tonnes per year.

The Region's review asked for minor changes, explanations and further information about such items as road capacity measurements, and sight lines and distances along Shantz Station Road. The Region also asked that a northbound acceleration lane be constructed and that the Ontario Ministry of Transportation be consulted about recommended improvements to the intersection of Victoria Street North (Highway #7) and Shantz Station Road.

Capital's traffic consultant provided further information and explanation to the Region about the issues raised. As for the recommended construction of a northbound acceleration lane, Capital's consultant explained that this would not be required, since the vast majority of the stone and sand from the proposed pit would travel south and east to the company's asphalt plant in Puslinch. Other aggregates from the pit would be sent along Highway #7 eastward to construction sites in Guelph and westward towards Kitchener.

Capital's consultant also noted that the Ministry of Transportation had been consulted and has not indicated any concern with the proposed haul route, including at the intersection of Highway #7 and Shantz Station Road.

The noise peer review and response, and the traffic review and response, have been posted on the Shantz Station Pit website [www.shantzstationpit.com](http://www.shantzstationpit.com).

Highlights of other peer reviews, comments from provincial agencies and responses from Capital's technical consultants will be published in future issues of this news bulletin as the work is completed.