

# Shantz Station Pit UPDATE

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A newsletter for the community about the proposed Shantz Station Pit

## A TRAFFIC REQUIREMENT FROM THE REGION

Capital Paving continues to work with officials from the Township of Woolwich, Region of Waterloo and their technical teams in completing the required work on its proposed Shantz Station Pit application.

A recent directive has come to Capital from the Region of Waterloo. In its review of Capital's Transportation Impact Study, the Region's transportation planner noted that a northbound acceleration lane needs to be constructed at the pit entrance off Shantz Station Road.

The position of Capital's consultants was that a northbound

acceleration lane was not necessary, since virtually all of the materials coming out of the pit would be travelling southbound along Shantz Station Road, and then along Highway #7 to Capital Paving's concrete and asphalt plants at its Puslinch head office, or to projects in the Wellington/Guelph and Kitchener/Waterloo areas.

In its response, the Region insisted that the northbound lane was a requirement, in accordance with its Regional Standard for aggregate operations. Capital has accepted this and will provide the Region with technical drawings for its review.

## WHY A PIT AT THIS LOCATION?

Opponents of aggregate licence applications often wonder why a pit or quarry is needed in the location where it is applied for, arguing there are already thousands of licenced pits and quarries in Ontario.

Refusing a pit application does not stop the need for aggregate. The question becomes where should the materials be sourced? Is it better to truck it in from longer distances?

Sourcing aggregates close to market is by far the most economical choice for taxpayers and provides the best option to keep greenhouse gases and fuel consumption to a minimum. The further the aggregate operation to its destination, the more trucks would be travelling along our already congested roadways.

All things being equal, an aggregate operation in Ottawa will not supply construction projects as far away as the GTA, and a pit in Bruce County will not supply projects in Sarnia.

Also, not all aggregates are the same. Depending on where they are sourced and the geological characteristics at each site, aggregate materials can have vastly different properties and thus different uses. These properties include chemical composition, density, strength, porosity, particle size and gradation, particle shape and texture, colour and moisture content, among others.

Some types of aggregates can be used to manufacture concrete, while others cannot. The same can be said for the production of bricks. Some aggregates can be used to make asphalt, while others are best used for sewer bedding. Provincial and municipal governments each have different specifications on the aggregate to be used in the construction of their roadways. As an example, the top surface layer of asphalt pavement on Ontario's 400 series highways can only contain stone and sand that comes from designated sources

up north in the Canadian Shield, due to requirements the aggregate needs to meet for hardness and skid resistance.

In other examples, some pits have sand used for winter road maintenance, while some quarries have stone that is processed into dolomitic and calcitic lime – used as a natural soil supplement on farm fields. Some types of stone can provide shoreline protection and others are suitable for landscaping projects. One quarry south of Collingwood manufactures bunker sand for golf courses as far away as Windsor, because of its superior colour and drainage properties.

Furthermore, not all sites are able to wash their aggregates, due to the additional hydrogeological studies and costs required to obtain a permit for this. Most concrete and asphalt manufacturing processes require gravel and sand to be washed to remove silt, clay and bits of organic matter.

Municipalities in and around the GTA – where the largest provincial growth is occurring – are now using three times more aggregates than is currently being replaced with new reserves. The Waterloo and Wellington regions, along with Guelph, are among the municipalities experiencing significant growth and require substantial aggregate to sustain this over the next few decades.

Sand and gravel from the proposed Shantz Station Pit would primarily be used to manufacture asphalt and concrete, as well as providing road bedding, for projects in these local areas.

Members of the community who would like more information about the aggregate industry in general, or who have questions or concerns about the proposed Shantz Station Pit, are invited to call or email project manager George Lourenco, whose contact information is listed below.

For more information about the proposed Shantz Station Pit, contact project manager George Lourenco, 519-822-4511 ext. 219, [shantzstationpit@capitalpaving.on.ca](mailto:shantzstationpit@capitalpaving.on.ca)

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