



Dufferin Aggregates
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Dufferin Aggregates Milton Quarry Community Advisory Panel (CAP) Meeting Minutes (**pending approval**)

Event: Community Advisory Panel (CAP)
Milton Quarry

Date & Time: Wednesday, April 1, 2015 7:00 – 8:30 p.m.

Place: Milton Quarry

Chair: Sarah Blazak, Smithcom Limited

Participants: CAP Members:

Walter Heyden, Dufferin Aggregates, Site Manager, Milton Quarry
Letty Stevenson, Dufferin Aggregates
Colin Best, Town of Milton Councillor
Sandy Martin, Milton Chamber of Commerce
Ted Brown, Halton Hills Councillor
Bryan Lewis, Halton Hills Councillor
Jan Mowbry, Neighbour
Janice Vansco, Neighbour
Pam Sheldon, Neighbour
Nancy Mott, Niagara Escarpment
Nancy Tilt, Neighbour (Bruce Trail)
Cindy Lunau, Town of Milton Councillor

Presenters:

Alex Navarro, Dufferin Aggregates
Tim Dennis, Director of Transportation Services, Halton Region

Guests:

Kim Wilson
Marion McMeeken
Kay Bottos
Shelly Varley
Dan Varley

Minutes: Corina Capmare, Smithcom Limited



Minutes

Sarah Blazak brought the meeting to order.

Introductions were made.

Jan Mowbry noted this would be her last CAP meeting.

The quorum present reviewed and approved the minutes from February 3, 2015, with the correction to Bryan's name, and with Pam's addition that agenda topics may be submitted up to one week before the CAP (Dufferin to determine if there is time on agenda, or if additional expertise is needed).

The quorum present reviewed and approved the updated Terms of Reference.

Tim Dennis, Halton Region – Presentation on Tremaine Road/HWY 401 Project

- Actively constructing new Tremaine Road from Main Street North to Steeles Ave
- There will be a roundabout at Steeles and New Tremaine – complete this Fall
- Tremaine Rd to be improved from Britannia Road North to Steeles by the end of 2015
- Construction of interchange going north from Steeles up to Campbellville Rd. involves a number of contracts
- First phase commences this year through into 2017. Includes:
 - Channel realignment – the tributary of 16 Mile Creek
 - Realignment of a number of crossings, including a CP rail grade separation
 - Both of these items will facilitate the construction of the balance Tremaine Road north of Steeles & the construction of the interchange
- If able to proceed with this first stage of work this year, then will be on schedule to complete project for 2018.
- Old Tremaine Rd will eventually be closed, and the existing bridge there will eventually be removed when HWY 401 is expanded. The current bridge can't stay in place with new configuration of HWY 401.
- The extension of James Snow Parkway will commence this Fall and be completed by Fall 2016
- Question: Will Quarry trucks come down James Snow Parkway rather than Campbellville/HWY 25?
 - Yes, once open, will come right from HWY 401.
 - Will still take HWY 25 if going east.
- Question: When will the proposed interchange at HWY 401 be complete?
 - 2018
- Question: Is Peru Rd going to be closed permanently?
 - A portion of Peru Rd. will be closed permanently, but not until construction is complete
 - Tremaine Rd. will dead end at HWY 401
 - New Tremaine Rd. will be the major North-South artery
- Question: When will the widening of Steeles Ave. be complete?
 - 2017



- This is being coordinated with grade separation on Main St.
- Question: When will HWY 401 be widened?
 - No timeline
- Question: Clarity on construction of portion of road from 5 Side Road to James Snow Parkway?
 - Will start construction this year, and be complete this year.
- Request: Keep Tremaine Bridge as pedestrian/bicycle bridge only, or have it reconstructed for triathlon/marathon routes.
 - Expectation is that Tremaine Rd will be transferred to town once completed.
 - Ministry of Transportation has indicated it is not interested in rehabbing/reconstructing bridge
 - It is unclear how the reconstruction of the bridge would be funded – need to talk to your regional or town Councilor
- Question: Rumour that there will be a roundabout at Regional Road 25 and 5 Side Road?
 - Nothing planned.
- CAP members reviewed maps provided by Mr. Dennis.
- Concerns were expressed that gravel trucks will not fit in roundabouts.
 - Tim noted that the project is being designed with that capability in mind.
- Alex asked whom he could talk with about any impacts on Quarry traffic with respect to this construction and the new alignment.
 - Alex is to touch base with Colin Best for project manager contact

Alex Navarro, DFA – Presentation on DFA Traffic Enforcement Program

- Alex looks after Dufferin logistics in Ontario
- He provided an update on traffic enforcement as things evolve in the area
- In 2014, DFA started monitoring traffic issues on the quarry's neighbouring roads
 - Early morning trucks were queuing for long periods of time, and causing issues for neighbours and facility employees.
 - There was a major safety issue with cars trying to pass queued trucks.
 - DFA found that long commute times for trucks to reach GTA caused trucks to try to get their gravel earlier, in order to get to their construction sites earlier.
 - DFA decided to open the quarry a little bit earlier each morning so that there could be less, more frequent traffic.
 - DFA began video monitoring the traffic each morning – and initially saw some improvements, but then trucks began trying to get to the quarry even earlier
 - DFA created a graphic explanation of areas that must be avoided prior to opening hours – worded in several languages
 - Sent to trucks that Dufferin hires (about half of the trucks)
 - Send flyer with other trucks when tickets are handed out
 - Saw positive effects. Continue to video monitor.
 - Mid-August saw an increase in traffic again
 - Hired security company to enforce “no driving on neighbouring roads before opening hours”
 - Any truck found violating policies, was reported to scale house and was sent home



- DFA then saw that trucks were coming back the next day and violating very same policies
- Now: trucks reported in violation cannot collect for 10 days at any Dufferin quarry
- In heavy season, DFA hired a second security cruiser.
 - One sits at 25 & 5 Side Road
 - One sits at Dublin Line & 5 Side Road
- Have since seen major improvements
- Exploring radar trailers with local police to ensure truck drivers know DFA is monitoring their behaviour
- DFA will continue random, unannounced truck safety inspections with police – “safety raids”
 - Last year wrote up 3 trucks in this process
- Monitoring process for 2015 began in March.
- Began communicating to vendors earlier this year.
- DFA now has faster ways to get reports from the security company – and as such, can enforce violations more quickly.
- DFA formed Transportation Committee composed of DFA, community councilors and local police
 1. Paul Rudal, Halton Regional Police
 2. Steve Grace, Town of Halton Hills
 3. Matthew Roj, Town of Halton Hills
 4. Heide Schlegl, Town of Milton
 5. Walter Heyden, DFA Quarry Manager
 6. Enzo Bertucci, DFA Planning and Property approvals manager
 7. Steve Bottero, HCA logistics cement and Aggregates manager
 8. Alejandro Navarro, DFA logistics manager
- DFA reviews all work on traffic enforcement in “open books” with Transportation Committee
- DFA will continue to adapt policies and enforcement as roads change in area
- Question: What are opening hours?
 - 5:30 a.m. in winter
 - Varies from 5 – 5:30 a.m. in construction season
- Question: What time were the trucks lining up?
 - 4 a.m.
- Question: How many trucks can you stage onsite? Could you bring them off the road and stage them at the quarry?
 - Cannot do this with current configuration because of safety concerns, and very specific site plans for what areas can be used for.
- Have hired additional truck ticketer, loader, etc. in effort to get trucks moving, and avoid long queues.
 - Loaders cost \$500,000 each, and have \$60/hour operating costs.
- Question: How many trucks would back up in a given morning?
 - Down to intersection of Dublin Line and 5 Side Road.
 - About 100 trucks.
- Question: How do you enforce rules with trucks that aren’t hired by you?



- When we find they have violated our policies, we communicate to all of our quarries that they are banned for 10 days.
- Question: Could a change in by-laws help?
 - Would need to be enforced. But a ticketed by-law would cause drivers to pay the fine as “thecost of doing business.”
- Bryan requested copy of note sent to drivers.
 - Yes, we will send.
- Question: Are opening hours published?
 - Announced to customers, vendors and neighbours.
 - Listed on drivers’ site plans – on their license.
 - Can CAP members have list of opening hours?
 - Yes, we communicate to stakeholders through local councils first and then to neighbours.
- Question: How many trucks are being sent back?
 - 13 trucks were sent back last season (in a season that was not busy, and not all were traffic violations).
 - Can CAP members have statistics to share with members of community?
- Question: Are you concerned with industry trends of drivers being pulled off road?
 - Halton Hills requesting more truck inspections this year
 - DFA welcomes this
- Bryan shared email from Halton Hills Staff Sgt. re: please share any difficulties with gravel trucks
- Jan thanked Alex for his work
- Question: What about staggered timing?
 - We have explored, but the challenge is corralling the trucks that we don’t hire, and we’d end up with trucks passing each other on the streets.
- DFA noted that this program and communication are being tweaked constantly.
- Ted Brown suggested we should be sharing our efforts more broadly – a good PR opportunity.
 - Newspapers?
 - Website?

Future CAP Topics and Dates

- Topics:
 - ISEE blast standards
 - Noise issues
 - Golder monitoring/monitoring in general
 - Niagara Escarpment
 - Can submit topics up to 24 hours after agenda is circulated
- Next meeting will be on blasting, monitoring, noise related to blasting, and general quarry concerns
- Dates:
 - June 3
 - October 7



- December 2
- Letty to send meeting request for these dates

Other

- Nancy mentioned that this area's Provincial Plan Review Public Consultation is at the Milton Banquet Hall on Steeles, on April 22. Reception at 6 p.m., open discussion at 7 p.m.

Open Discussion

- Shelly lives in the first house on Dublin Line, and sometimes trucks make a right on red onto Dublin Line from 5 Side Road. It is dangerous and she is worried about getting clipped.
 - She has two neighbours with small children who get on the bus there. Doesn't want there to be an accident as cars are passing trucks during golf season.
 - Walter will raise to Transportation Committee.
 - Bryan immediately sent email regarding this to the same Staff Sgt. who emailed him about gravel truck incidents
 - Shelly said thank you to Dufferin – traffic is significantly less.
- Could you make Dublin Line three lanes?
 - Left turn lane into the quarry?
- Kay has concerns about blasting, and is confused about measurements
 - Walter explained ground vibration and air concussion as a form of measurement and how similar measurements can display different results because of variables in the environment, where you're standing, etc.
- Marion is concerned that blasts are getting louder; it never used to be like this.
 - Walter explained the movement of blasting in the quarry. It is going away from some residents and toward others; DFA is working on blast minimization.
- Pam suggests taking a more proactive rather than reactive stance on blasts (similar to what DFA has done with traffic enforcement).
 - Would like information about blasting/noise/monitoring standards, as blasts have seemed much stronger this year.
 - Reading of measurements is not a solution for residents.
 - Need in-depth with blasting experts.
 - Will discuss at next meeting.
- Kay is concerned about monitoring locations – where monitoring happening could be on a different vein than her home.
 - Walter: need to ask blasting experts.
- Marion: What about the constant gravel dumping all night in the summer?
 - Walter: we don't run all night.

Action Items:

- Circulate updated minutes via email to CAP members for comments
- Circulate DFA Truck Pamphlet requested by Bryan to be circulated



- Circulate Hours of Operation

Adjourn

DRAFT