

What Did We Hear at PIC #4?

	Comments	Action by SMC
Baseline Information:		
1	Concern that traffic statistics are outdated	The source of all traffic statistics were surveys conducted within the last 18 months. More counts were conducted over the summer to supplement previous data.
Alternatives:		
2	Does not support any alternative haul route	All reasonable haul route alternatives have been identified and evaluated with respect to social, economic and environmental impacts
3	Support Alternative 4, but consider a new alignment from Campbellville and Milborough Line to a new interchange at Hwy 401 and McNivan Rd	This alternative was considered but not carried forward for detailed analysis due to the reluctance of MTO to introduce a new interchange at Highway 401 and the significant property acquisition and associated environmental impacts
4	Are inbound trucks restricted to the same route as outbound trucks?	Yes
5	Supports Alternative 4	This comment was considered in the evaluation.
6	The travel time should be strongly considered in the evaluation	Travel time surveys were conducted and the results support the evaluation results.
7	If an additional haul route is needed in the future, is an additional study required?	Yes, but the need for an additional route is not anticipated.
8	Will expropriation of property be required for the right-of-way widening?	The road cross-section that was analyzed does have property impacts beyond the right-of-way along specific road sections but an alternative cross section design has been proposed that does not require any expropriation of land. The final decision to expropriate property would be determined during an Environmental Assessment.
9	What route will trucks take if their destination is south of the proposed quarry?	Trucks are anticipated to travel to the south by travelling along the preferred haul route and then southbound on provincial highways only.
Impacts of Truck Traffic:		
10	Does not support road improvements	The recommended road cross-sections and intersection improvements are proposed to ensure a safe and efficient roadway
11	Disagrees with signalization of Campbellville Road and Milborough due to approaching grade	The need for vertical profile alterations will be reviewed during future Environmental Assessment and design
12	Does not support changes to vertical profile because hills are a positive characteristic for cyclists.	The sight line analysis determined that the existing vertical profile along the preferred route (Alternative 3) supports truck traffic
13	Has the stopping sight distances been analyzed for both passenger vehicles and trucks?	Yes, the number of locations with a limited sight distance for passenger vehicles was an analysis indicator (under road safety criterion), and the preferred route was analyzed specifically for truck stopping sight distance.
14	How will the rail crossings be addressed?	The recommendations for the preferred haul route are to upgrade both rail crossings, including adding gates/lights at the Campbellville Road crossing and coordination of crossing controls on Twiss Road with the new traffic signals.
15	Request for reassurances that trucks will stay on the designated haul route	There are a considerable number of recommended truck control measures including road design features to prevent non-designated truck movements, truck prohibitions for most roads adjacent to the designated route, truck route signs, and the St. Marys Cement truck control policy (applied successfully in other locations such as the Limehouse Pit in Halton Hills).
16	How many different trucks would access the quarry each day?	Although detailed consideration has been given to the number of truck trips, the number of different trucks is difficult to estimate and may vary considerably
Evaluation:		
17	The number of alternative haul route segments considered in the long list of alternatives (50) was too high This study is not valid considering the number of people that attended past public information centres but did not provide comments	All reasonable haul route segments were considered as required by the City of Hamilton Terms of Reference. Input from the public has been encouraged and advertised throughout the study including the project website and at all public information centres.
18	Potential for change in road character should be strongly considered	The analysis of criteria and indicators did include the change in road character with the weightings also reflecting a balance with the social, economic and environmental impacts. A sensitivity analysis was completed and determined that the preliminary preferred haul route was supported for multiple methods of criteria weighting.
19	What is the threshold to indicate that an alternative is too disruptive to accommodate all these changes? When is it measured that an alternative is too disruptive to the community? A criterion needs to be included that evaluates the degree of change for an appropriate impact?	Alternative haul routes were not carried forward if the road segment passed by a school, bisected a significant settlement area/community or had significant engineering or safety deficiencies. The "degree of change" was a primary consideration as part of the analysis of many social, environmental and economic criteria and indicators.
Public Consultation Process:		
20	Quarry has not been approved, this is an exercise in futility to discuss the haul routes	The study is being completed under the Terms of Reference provided by the City of Hamilton and is one component of their review of the municipal planning applications related to the proposed quarry.
21	Too much information to absorb at once	We have considered this comment and reduced the number of information boards for the next PIC. The number of public information centres and the amount of information presented at each has tried to balance "information overload" with providing sufficient information from the haul route study. Also, the information from each PIC has been made available to the public on the project website and provided directly to those who requested this information.
23	Concern for contaminated soil	This is being addressed by a different study.
24	Application for safe test-pumping has not yet been approved.	The Permit to Take Water has been approved but is considered under a separate study.
25	Concern for contaminated water	This is being addressed by the hydrogeology study.
26	Scientific findings presented were insufficient	Every reasonable effort has been made to complete a comprehensive analysis and evaluation.
27	Is a copy of the information boards available?	Yes, copies of the information boards are available upon request.
28	What additional information did CART require?	CART requested the draft transportation and Haul Route Study reports in advance of the final PIC to better understand the technical analysis undertaken.