



THE GREER
GALLOWAY
GROUP INC.
ENGINEERS
PLANNERS

July 4th, 2017

Hastings County
Department of Planning & Development
235 Pinnacle St., P.O. Bag 4400
Belleville, ON
K8N 3A9

Attention: Cristal Heintzman, M.Sc., Planner

Regarding: Proposed Category 2, Class A Quarry
2287 Bay Lake Road, Part of Lots 51 and 52
Concession WHR, Township of Faraday, County of Hastings
GGG Project Number: 1738211

Ms. Heintzman,

As requested, we have received and reviewed the document titled Traffic Impact Study, Freymond Aggregates Quarry as authored by TranPlan Associates and dated November 2016.

The comments provided herein are intended to be of a technical nature specific to what we believe are good practices when completing a traffic impact study and reflect a general knowledge of the area (no site visit was made to confirm the existing conditions stated in the study). Comments are specific to the document provided as we have not been otherwise involved in the site plan approval process. These comments are provided for the County's consideration and may or may not be forwarded to the applicant at the County's discretion.

Based on our understanding of this documents and correspondence with County staff, the following is provided:

1. No comment is provided on the ability of the Bay Lake Road cross section to support the additional large vehicle traffic. Road measurements of 6.4m (surface treated) driving surface and 0.7 / 1.0m shoulders are provided. For vehicles of the size that would be anticipated it is possible that this platform width and associated turning movement lane encroachment may be a concern. A 'short radius turn' is noted in the alignment.
2. No comment is provided on the existing construction of Bay Lake Road. If not provided elsewhere and felt to be within the scope of this TIS, comment on the roads ability to structurally support the increase in large vehicle traffic should be provided.

It is understood that the property's current use involves large vehicles but the increase in traffic may increase the rate of deterioration and burden on the road infrastructure.

3. A small pit adjacent to the quarry exists and it's understood that it is mainly in use in the winter with a small tonnage limit. It is noted that the seasonal operation of this pit may change over time and overlap with the study period. It is not felt that including this traffic would affect results presented in the TIS therefore we do not suggest a revision, but note this condition may be subject to change.

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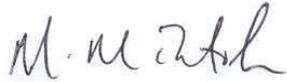
4. Generally, we understand the property and roads to and from it see large, slow moving vehicles as part of the existing operation and we assume since no current accident history or operational concerns were noted then it is appropriate to base conclusions on the level of service / volume – capacity measures stated in the TIS.

The approach taken in completing the TIS appears reasonable and aside from those general comments provided above, have no additional comments or concerns

This document review is provided for the consideration of the County. If there are any questions or comments, please contact the undersigned.

Regards,

**THE GREER GALLOWAY GROUP INC.
ENGINEERS AND PLANNERS**



Matt McIntosh, P. Eng.
Engineer / Project Manager



April 4, 2018

[Click here to enter text.](#)

Freymond Lumber Ltd.
2287 Bay Lake Road
RR#1
Bancroft, ON K0L 1C0

Attention: Lou Freymond

Dear Sir:

Patrick Townes of MHBC and Moreen Miller of Fowler Construction contacted WSP on your behalf to respond to the peer review comments provided by the Greer Galloway Group (GGG) on the Traffic Report prepared for your proposed Aggregate Quarry. Specifically, we were asked to review and provide comment on the notes regarding Bay Lake Road structure and cross section.

I am familiar with the Bay Lake Road and I also spoke with Scott Laundry, the Roads Superintendent for Faraday Township about any road structure concerns. He did not have any concerns related to Freymond Lumber use of the Bay Lake Road and did not identify any structural or geometric concerns.

Comment 1 questioned the ability of Bay Lake Road to support the additional truck traffic the quarry will generate. Our response is that the anticipated additional truck traffic (10 per hour at peak operations) is no different than current traffic using the road and that there currently is no documented operational or safety issues that we are aware of. The modest increase in trucks is not anticipated to be an issue.

Comment 2 questioned that existing roads ability to structurally support the additional traffic causing increased rate of deterioration. We do not believe an additional 10 trucks per hour will have any impact on the rate of deterioration of the road. We understand Freymonds has expressed a willingness to contribute to hot mix paving the 350m segment of road in question. We do not believe this to be an issue.

Yours sincerely,

Gordon Krieger

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