



**NOTICE OF PUBLIC INFORMATION
SESSIONS CONCERNING THE AGGREGATE
HAUL ROUTE STUDY FOR THE CITY OF
KAWARTHA LAKES**

The City of Kawartha Lakes has undertaken an *Aggregate Haul Route Study* and Council has directed that information sessions be held with interested stakeholders. Public input received at these sessions will be incorporated into a report for consideration by Council. A draft policy on Aggregate Haul Routes is also available for input by the public.

The following dates and locations are scheduled:

DATE	TIME	LOCATION
Thurs. May 31, 2007	2:00 – 4:00 pm	Ops Community Centre, 2569 Highway 7, east of Lindsay
Sat. June 9, 2007	9:30 – 11:00 am	Carden Recreation Centre, 258 Dalrymple Road, Sebright
Sat. June 9, 2007	1:30 – 3:00 pm	Coronation Hall, 1 King St. W. (Hwy. 7) at Sturgeon Rd.(CR 7), Omeme

A copy of the Aggregate Haul Route Study, Final Report, TSH, June 2006 is available for viewing in the Clerk’s Office, City Hall, 26 Francis Street, Lindsay and at all City Service Centres. A copy is also available on the City website at:
www.city.kawarthalakes.on.ca/CityHall/Dept/PublicWorks/Engineering.htm

A copy of the TSH Aggregate Haul Route Study Report is also available on CD at a cost of \$5.00 if picked up or \$10.00 if sent out by mail or courier. Please order the CD from:
 Development Services, City of Kawartha Lakes, 180 Kent St. W., Lindsay ON K9V 2Y6
 (705) 324-9411 Ext. 354 or 1-888-822-2225 Ext. 354.

Comments on the TSH Report and/or the proposed policy are to be submitted in writing by Friday June 15, 2007 to:

Kenneth D. Becking, P.Eng.
 Director of Public Works
 City of Kawartha Lakes
 50 Wolfe St.
 Lindsay ON K9V 2J2
 Fax: (705) 328-3122

Executive Summary of the City of Kawartha Lakes Aggregate Haul Route Study, Final Report, Totten Sims Hubicki Associates (TSH), June 2006.

The City of Kawartha Lakes engaged the firm of Totten Sims Hubicki Associates to undertake an Aggregate Haul Route Study. The full report is available on the City Website or on a CD.

The report was based a review of existing road network within the City, the known aggregate resource areas, the licensed pits and quarries and social and environmental constraints. The constraint mapping is being refined as part of official plan review.

Utilizing the above information, Figure 7, Recommended Haul Route Network was prepared which summarizes the findings of the report in a recommended haul route network. Figure 7 is attached to this summary report.

The conclusions of the Aggregate Haul Route Study are as follows:

- The City of Kawartha Lakes is well-served by a highway, arterial, and municipal road network comprising existing and former Provincial Highways, former County of Victoria roads, and local roads.
- The road network in the rural areas is typically characterized by two lane, high speed (80 km/h), and low volume roadways that operate free flow. Traffic control devices that control the right-of-way (stop signs, signals) are typically only located in or near small rural communities.
- Although the road network provides many alternatives for aggregate haul routes, and road capacity is generally not an issue, the selection of routes is limited by sensitive land uses (communities), environmentally sensitive areas, and physical features.
- The aggregate resource area covers most of the City of the Kawartha Lakes, and accordingly, existing Class A and Class B licensed aggregate operations are distributed throughout the City. In terms of licensed tonnage, the majority of sites are relatively small operations (Class B). The highest licensed operations are located in the southerly part of the City on the Oak Ridges Moraine and the north westerly part of the City on the Carden Plain.
- The annual truck volumes generated by pits and quarries are substantial and can result in accelerated and extensive deterioration of haul route roads. Conversely, the average daily and hourly truck volumes generated by these operations are typically low, and their impact on traffic operations (comparing volume to capacity) is typically minor.
- An aggregate haul route network comprising major and minor haul route road segments has been developed in this Study. The haul route network provides routing alternatives for inter-City and intra-City transportation of aggregate materials. Additional site specific reviews will be required to address the details of local road connections between new sites and the designated haul route network. Also, the delivery of materials to local development sites (within the City) should be subject to a more detailed review through the development of construction traffic management plans.
- To address the impact of aggregate truck traffic on the physical structure of roadways, and to provide a basis for cost-sharing discussions and negotiations with aggregate producers, it is desirable to have a haul route design standard. A typical cross section for a haul route road has been provided in the Study. It is recognized that existing roads designated for haul routes may meet part of the design standard, and may only require partial upgrading (i.e., additional asphalt lift), rather than full reconstruction, to meet the standard.
- The land use review and approval process outlined for assessing proposed aggregate operations will assist the City in scheduling and prioritizing road network improvements, and in determining appropriate cost-sharing agreements and cost recovery through royalty fees.

The recommendations of the Aggregate Haul Route Study are as follows:

- The aggregate haul route network should be incorporated in the Official Plan review study, and should be reflected in the Official Plan as a new schedule.
- The recommended haul route design standard should be adopted by the City for the scheduled rehabilitation or reconstruction of existing road segments along the designated haul routes, and as the standard for any new road segments that are constructed as part of the haul route network.
- Site specific haul route studies should be undertaken by the proponents of new aggregate resource developments to identify how the site will access the designated haul route network, the necessary road upgrades, and the volume of truck traffic to be generated. The haul route study will form the basis for discussions related to road improvement requirements, cost sharing, and cost recovery through royalty fees.
- All new Class A pits and quarries should be grouped or located so as to utilize the major and minor haul routes as shown in Figure 7. Any new Class A pit or quarry not abutting a haul route will require an amendment to the Official Plan schedule for haul routes and include the justification. The justification should be established through a traffic impact assessment that would include truck traffic forecasts, alternative haul routes considered and evaluated, traffic operations and safety, and required road improvements to accommodate the truck traffic.
- Where haul routes are established in proximity to communities or environmentally sensitive areas, impacts should be assessed and mitigation measures identified. The implementation of the mitigation measures would become a condition of land use approval.
- The City should initiate a study (Environmental Assessment) of the upgrading of Somerville 3rd Concession and new bridge crossing of the Burnt River, which is a recommended link in the haul route network. For existing and future aggregate resource developments located in the northeast quadrant of the City, this link will connect to an existing haul route for access to Highway 35 and facilitates a by-pass of the community of Fenelon Falls.
- The City should review the recommended haul route network with adjacent municipalities to coordinate the transportation of aggregate materials across municipal boundaries and ensure that producers in those neighbouring municipalities are directed to the designated routes. Similarly, further discussion is required with respect to enforcement methods and options to ensure that aggregate producers (local and non-local) use the designated haul routes within the City.

The Director of Public Works has prepared a draft policy dealing with Aggregate Haul Routes. It is attached to this summary report.



CORPORATE POLICY AND PROCEDURES MANUAL

Policy No:

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Policy Name:

AGGREGATE HAUL ROUTES

DEVELOPED BY: Kenneth D. Becking, P. Eng.
DEPARTMENT: Public Works

DATE:

REVIEWED BY: Directors
APPROVED BY: Chief Administrative Officer

DATE:

DATE:

RESOLUTION NUMBER:

EFFECTIVE:

CROSS-REFERENCE:

REVISIONS:

POLICY STATEMENT AND RATIONALE:

The hauling of aggregates imposes significant loads on municipal roads and results in premature deterioration of the City's infrastructure. Consistent with its general approach, it is the policy of the City of Kawartha Lakes that the aggregate industry should support the additional costs incurred by the municipality associated with their operations.

SCOPE:

This policy shall apply to all new aggregate operations licensed after the date of this policy and any revised permits after the date of this policy. The policy applies to all haul roads and haul routes within the City of Kawartha Lakes designated herein and within individual haul route agreements.

DEFINITIONS:

Haul Road: A municipal road providing access from the place of production of the aggregated to a municipal haul route.

Haul Route: A road or series of roads under municipal or provincial jurisdiction which are designed and constructed to sustain the repetitive loads imposed by the hauling of aggregates. The approved haul routes are as specified in the attachments hereto. Haul routes can be designated as either major or minor.

Minor Haul Routes: A roads or a series of roads that provide service to a small number (less than five) of aggregate operations having a total annual licensed production of not greater than 1,000,000 tonnes. Minor haul routes connect haul roads to major haul routes.

Major Haul Routes: A road or series of roads that service five or more aggregate operations having a total annual licensed production of greater than 1,000,000 tonnes. Major haul routes connect haul roads and minor haul routes to the provincial road system for the movement product over long distances within and beyond the municipality.

POLICY, PROCEDURE AND IMPLEMENTATION:

Design and Construction of Haul Roads

Haul roads shall be designed and constructed according to the licensed tonnage to be produced and in accordance with the standards specified in Appendix A attached hereto. The road improvements shall be designed by a licensed professional engineer. The roads shall be upgraded to the required standard within one year of the granting of the license. The costs associated the upgrading of haul roads including engineering design, construction and municipal approvals shall be at the expense of the aggregate producer or producers benefiting from the works.

Design and Construction of Municipal Haul Routes

The City of Kawartha Lakes has established haul routes for the movement of aggregates throughout and external to the City. The roads designated are a combination of current and former provincial highways and former county roads which are or can be readily designed and constructed to sustain the loads anticipated.

It is expected that the haulers will use the designated haul routes when moving their product to market except for local deliveries or where the hauling is in support of a municipal road construction project. In the event of a private contract for the supply of substantial quantities of aggregate, the supplier/ hauler will apply to the City for a special permit to use the roads. The City will identify the most appropriate routing to be used in order to minimize the impact on the road system.

The City receives the aggregate resource levy which is intended to support and pay for the impact of the industry on the road system. The quantum of the levy is inadequate to adequately compensate for the wear and tear on the roads. The City will actively lobby the provincial government for a mechanism to bring the value of the levy in to line with the true costs. Until such time as levies are increased to the point of sustainability, the City of Kawartha Lakes will devote the levies that accrue to the sustaining of that portion of the major haul route system under municipal jurisdiction. Funds will be applied on a prioritized basis to raise the standard of the roads to the point that the roads will be able to sustain the traffic on a year round basis without restrictions. The standards for the design and construction of haul roads will vary according to the licensed capacity of the pits or quarries and will be as per the attached standards. The design and construction of the major haul routes will be the responsibility of the City.

The City will provide the minor haul route system for the use and benefit of the aggregate producers. The benefiting operations shall contribute annually to the construction and reconstruction minor routes specified for their use. The annual payment shall set at the time of the execution of the haul route agreement and shall be based on 50 percent of the reconstruction cost for the length of road used on a 15 year cycle. The rate will subject to escalation at a rate equivalent to the construction price index as established by Stats Canada. The portion of the rate applicable to each benefiting producer shall be calculated based on the licensed capacity of the operation and the length of the minor haul route used. Should a subsequent aggregate operation benefit from the minor haul route, it shall pay its portion according to the formula and the proportion applicable to the other benefiting operations shall be correspondingly reduced. No recovery or compensation for previously made payments will be considered. Payments shall commence in the year following the first anniversary of the execution of the agreement. Payments will be due not later than March 31 of each year. Interest on outstanding payments will accrue at a rate of 2.0 % per month or part thereof that the payment remains outstanding. The standards for the design and construction of haul roads will vary according to the licensed capacity

of the pits or quarries and will be as per the attached standards. The design and construction of the major haul routes will be the responsibility of the City.

Haul Road/Route Maintenance

The City has established maintenance standards for its roads. The standards are established based on normal wear and tear caused by the normally anticipated traffic. Any additional maintenance required to keep the road in a reasonable state of repair until it is upgraded to the requisite standard shall be the responsibility of the benefiting aggregate producer(s). The schedule of additional maintenance and the terms of how the work will be performed shall be determined at the time of execution of the haul route agreement. The determination of the need for additional maintenance specified shall be at the sole discretion of the City.

Haul Route Agreements

The aggregate producer shall enter into a haul route agreement for the proposed development. The agreement will specify the local haul road(s) and haul route(s) to be used by the operation, the minimum scope of the work necessary permit the commencement of operations, any additional maintenance requirements, and how these works will be completed, and the works necessary to bring the road up to the minimum standards.

The agreement will specify the annual contribution to the minor haul route system from the operation.

The agreement will specify any financial securities to be provided to ensure the completion of the works any haul roads/routes. The securities shall be not less than 100% of the cost of the works.

The agreement shall be prepared by the City's Solicitor. The Applicant shall reimburse the City for all costs associated with the preparation and execution of the agreement.

Application Procedure

The establishment of a new aggregate operation will require an official plan and/or zoning by-law amendment. Depending on the size and type of proposed operation will determine the background information that is required. As a minimum, the background reports and information will be the same as that required under the Aggregate Resources Act for a license or permit.

The expansion or change in an aggregate operation may require an amendment to the official plan and/or zoning by-law. The background will be similar to that required for a new aggregate operation.

A traffic impact assessment shall accompany all applications. At a minimum the study shall identify all haul roads/routes proposed to be used by the operation, any additions or modifications to the municipal road system required to accommodate the new or modified operation and the requirements for access to the municipal road system.

The Planning Department upon receipt of an application will review the application for completeness. Any missing or incomplete information will be requested from the applicant or their representative. Incomplete applications will not be processed. Engineering Division of the Public Works Department will be responsible for coordinating the input from the Public Works Department.

The Engineering and Planning Staff assigned to the project will arrange for a meeting on site to see what is proposed and to review the proposed access and adequacy of the haul route. Comments will be incorporated into a report to Council in conjunction with the official plan and/or zoning by-law application.

The haul route agreement will be negotiated between the parties prior to approval of the official plan and/or zoning amendment to bylaw by City Council.