

Springbank OMB hearing evidence . . .

A road engineer whose firm prepared a report for Halton Region on the strength of roads around the proposed Springbank quarry admitted Wednesday under cross-examination that the report contained at least three mathematical errors.

"I'll have to apologize to the board (OMB)," said vice-president Donald Kobi of Federal Technical Surveys Ltd. of Paris, Ont.

The errors were contained in a report on the condition of the First Line and No. 10 Sideroad in Nassagaweya.

"Fallible"

Said Lawyer George Lane who represents Springbank: "You'll have to agree with me that your calculations are fallible." Kobi did.

"You doubted the truck load by assuming the trucks (gravel) were full going both ways," said Lane.

Kobi, whose reports compared road traffic with and without 75 gravel trucks per day, agreed again.

Springbank's Lane, indignant at this time, said "I must point out that they are errors in the calculation of overlay (repaving) with gravel trucks, so they show Milton's and Halton's side, in a better light."

Blames staffer

Kobi said the reports were prepared by one of his firm's technical staff, and that he himself had only "gone over the report to check the procedures and some of the figures."

Kobi's company also prepared the report on Five Sideroad and how it might stand up to gravel truck traffic over the next decade.

A proposed route for the trucks to travel on the quarry license issued by the Ministry of Natural Resources would be down the Second Line, east along No. 5 Sideroad to its intersection in Campbellville with the Guelph Line, and then north to Highway 401.

Statistics being given by road engineer Kobi at first seemed to suggest that over the next decade, Five Sideroad would require major reconstruction work to handle gravel truck traffic.

With the proposed gravel truck traffic, he said, in the "worst" places as much as 12 to 14 inches of asphaltic concrete would be needed.

"Extreme"

He termed this "an extreme amount," adding that "I've never seen anywhere near that."

In later cross-examination by the Springbank lawyer, Kobi admitted that, gravel trucks or no, more than 50 per cent of the eastbound and westbound lanes of Five Sideroad between the Town Line and the Guelph Line would require at least five inches of overlay. The distance is 14,100 feet.

The inaccuracy of the figures produced by Federal Technical Surveys Ltd. had an even greater effect than usual, for it was these figures which were used by the consulting engineering firm of McCormick, Rankin and Associates to estimate the cost of road reconstruction in the area to handle gravel trucks. The Town of Milton retained the engineering firm.

On Tuesday, an engineer from McCormick, Rankin estimated it would cost \$450,000 to reconstruct the proposed First Line - No. 10 Sideroad route to Highway 401 for use by gravel trucks.

Another \$93,000

And he said the 3,000 feet southwards down the Second Line the trucks would travel to Five Sideroad would cost \$93,000 to reconstruct.

An aura of doubt was thrown on those financial figures Thursday with the admission that the report on which they were based was at least partly inaccurate.

Another witness Wednesday was Edward Cumming, the regional planning director, who said Halton preferred "an alternate route which didn't pass through the centre of the village."

He said regional council had approved the idea of having a kind of service road (built at Springbank expense) running eastwards from the quarry to connect directly with Highway 401 or with the Guelph Line south of the freeway.

Cumming noted the quarrying operation was consistent with interim planning policies adopted by council on March 5, 1975, and reflected that use for the 200-acre site as foreseen in the official plan of the former township of Nassagaweya.

Not our roads

Lawyer Noel Bates, representing Halton Region, said its concern was "solely related to that of traffic, and in that respect the removal of material from the pit and quarry ought not to take place over any existing regional roads (like Five Sideroad)."

He told the OMB hearing that another possibility might be having the bulk of the aggregate removed by rail, with the balance removed by the service-road concept outlined by Planner Cumming.

A CP Rail line runs right by the area, and a planning consultant Monday told the hearing there were eight major users of aggregate located on the CP line in Metro Toronto.

A representative of the Ministry of Natural Resources, Supervisor Dale

Scott of Cambridge, returned to the stand on Wednesday and was asked about "haul routes" — the roads to which some gravel trucks are restricted.

Haul routes

He told the hearing that "not many properties at present have designated haul routes," and the ministry has had "few problems" with truckers using other than assigned roads.

Scott said phone complaints from area residents usually pour in when a gravel truck takes a forbidden road.

Referring to hours of quarry operation, the supervisor said "most of the operators have a fairly standard trucking operation (in terms of working hours), but there are exceptions — I have to point out."

Milton residents residing along Five Sideroad between the Milton-Halton Hills Town Line and Highway 25 are well aware of the so-called "exceptions."

Residents bothered

Last May, when road builders under contract to the Ministry of Transportation and Communications were repaving and widening Highway 401 between Milton and the airport, traffic bothered area residents.

With government permission because of the demand for gravel, trucks from Dufferin quarry were permitted to expand their operations from the usual 5 a.m. until 11 p.m. on weekdays to around the clock!

Supervisor Scott, who is his ministry's observer at the OMB hearing, explained how the application process works.

He noted that Springbank Sand and Gravel Ltd. made application to the Ministry of Natural Resources for a license, which referred it to the Ontario Municipal Board for a public hearing on the subject.

To ministry

The OMB report is forwarded to the ministry and a final decision on the application for a licence is made, based on all data received.

However, he said the OMB report is not binding on the minister of natural resources

who makes the final decision.

He said if the OMB report is negative, the natural resources observer "generally concurs" and writes a memorandum to the minister to that effect.

If the minister then agrees with the negative decision, the applicant is notified within 30 days of receipt of the OMB report.

And if the OMB report suggests the licence be granted, Scott said, the ministry observer may include in his memorandum what conditions or restrictions should be attached to the licence.

However, despite the "generally concurs" quote, the OMB decisions suggesting refusal can be overturned.

Overturns decision

Just three weeks ago Leo Bernier, the Minister of Natural Resources, granted a licence to Preston Sand and Gravel Co. Ltd. to open a pit in Cambridge. The pit had been opposed by the City of Cambridge, area residents of the village of Blair, and by the Ontario Municipal Board.

The OMB had recommended three times since

1972 that the licence for the pit not be granted. This time, the minister didn't agree.

A harried road engineer Thursday corrected four calculations which were wrong in his firm's report on road strengths in the vicinity of the proposed Springbank quarry.

Donald Kobi, vice-president of Federal Technical Surveys Ltd. of Paris, Ont. admitted Wednesday the report and had spent overnight Wednesday reviewing all the calculations himself.

Not his work

He admitted Wednesday, to the surprise of Halton Region officials who had commis-

sioned the report, that a technical staffer and not himself had prepared the report.

Kobi said he had only checked the "procedures and some of the figures."

So the road engineer returned to the OMB stand Thursday, and said the three errors he had admitted to the previous day on the proposed northern route (along the First Line and No. 10 Sideroad) were actually correct.

He blamed his technical staffer for the errors, saying he had "used the wrong kind of graph."

More precise

Said Kobi: "I went to what I felt was the more accurate design chart. It's more precise."

On the northern route, he testified, the depth of overlay

(repaving) required along a 100-foot stretch would be too and a half inches instead of four inches before any gravel truck traffic.

And along a 600-foot section, the depth of overlay required before gravel truck use would be one and a half inches instead of two and a quarter inches.

Two other errors occurred in the report for Five Sideroad between the Town Line and the Guelph Line in Campbellville.

Both figures in this case

presumed 150 trips per day by 75 gravel trucks. In one section, he said the required overlay of asphaltic concrete was reduced to three and a half inches from four inches.

And along a 2,500-foot piece of Five Sideroad, in the east-bound lane just east of the Second Line, the original estimate of four and a half inches of overlay was boosted to five inches.

Petitioners

But finally the technical questioning ended, and the

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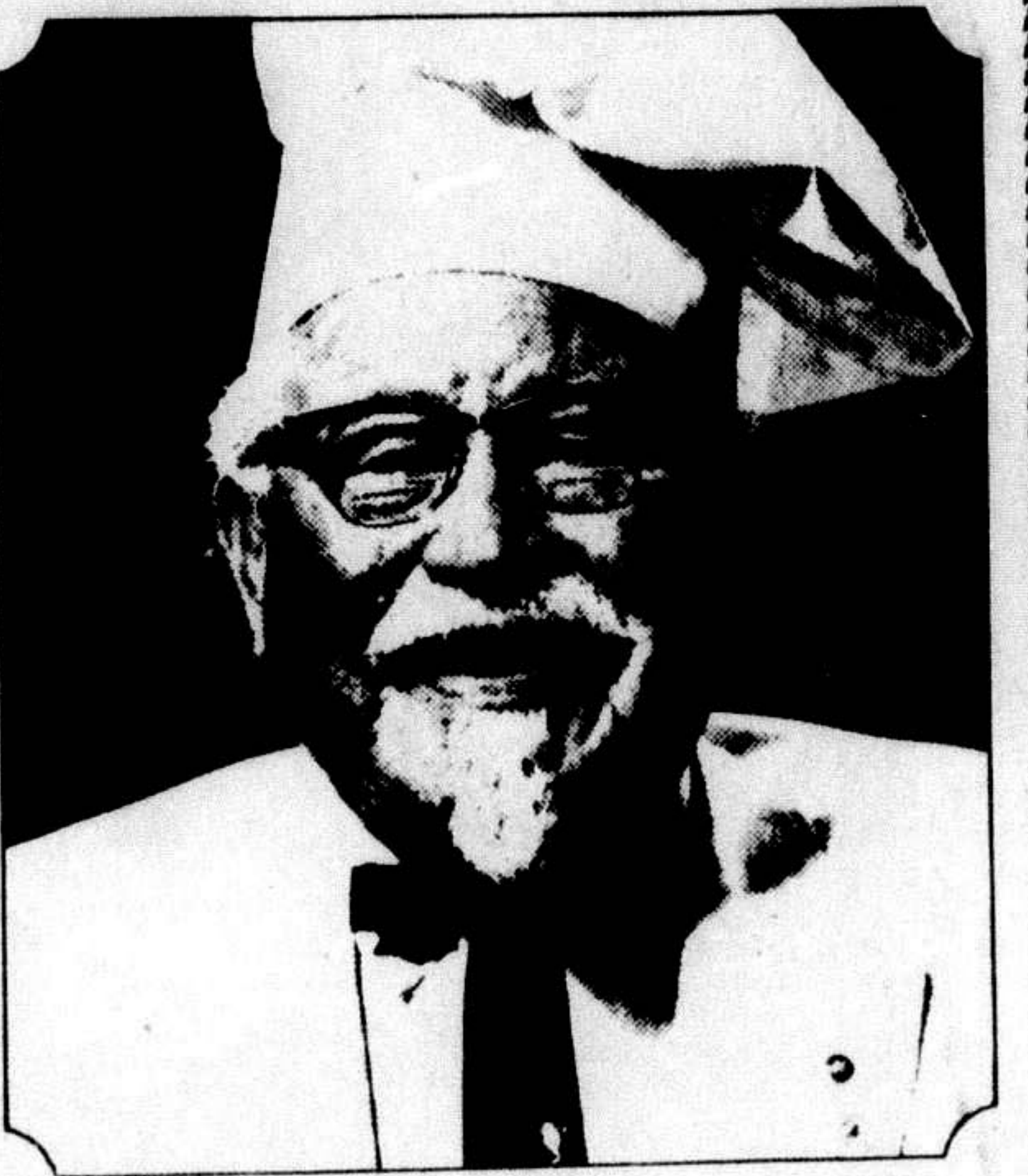
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