



**James Dick Construction Ltd. (JDCL)
has applied to extract 990,000**

tonnes/year of aggregate by underwater blasting from the proposed Campbellville Reid Road Quarry but its own experts state that extraction above 350,000 tones/year could impact water levels for Milton and surrounding areas, and the provincially significant wetlands, the habitats of endangered and threatened species, and significant woodlands at the site all of which could be permanently affected.

JDCL breached the Guelph aquitard protecting the aquifer at the DoLime Quarry.

Underwater blasting is only being used by one operator in Ontario - JDCL
For Information <https://bit.ly/2BgUAuq>
and <https://bit.ly/2BjtyCR>



The proposed Quarry puts at risk Campbellville and Milton's Water:

If approved, it will be on top of the highly sensitive aquifer that provides water to approximately 20,000 Milton and Campbellville residents. Blasting could open pathways that allow surface toxins to contaminate groundwater and affect water levels which supply the Kelso wells and local residential wells.



Operations at the Quarry will negatively impact our air quality!

Blasting, crushing, pulverizing, truck emissions all create dust particles less than 2.5 microns! Health Canada warns there is no safe level of increased PM 2.5 exposure & yearly over 9500 people die from the results of exposure. These "silent killers" can travel 7.5km in 45 minutes with 10 km/hr winds.

The Blast Impact Assessment failed to consider the worst-case scenarios

of potential seismic vibrations and overpressure impacts on nearby sensitive receptors (like homes and businesses), and Hwy 401.



Flying rock from blasting can cause property damage, personal injury or even death

and can travel up to 1km. It can be the size of a small microwave oven. Other countries require a 400 to 500 meter blasting exclusion zone. Hwy 401 is only 100 meters from certain of the blast areas, (as are other Campbellville roads). For information on flyrock incidents in Ontario and other jurisdictions see: www.hiddenquarry.ca



Reid Sideroad and alternate roads are going to get busier!



The Quarry will operate 14 hours a day, 6 days a week. Per hour there will be 32 big, loud, quarry truck trips during the peak. Add to that trucks to ship recycled materials in and out for the asphalt reprocessing operation and quarry service vehicles and employee vehicles. This traffic is an increased risk to pedestrians, school children, cyclists, local traffic and commuters.

The Hwy 401 ramps at both Guelph Line and Reid Sideroad are currently operating at capacity:

Section 5.1 of the Traffic Impact Study states that maintaining the existing form of traffic control (a stop sign) is forecast to result in high levels of delay on the off-ramp approaches on Hwy 401. The west bound off ramp is often congested with current traffic levels!

Trucks can travel on any road designated for truck traffic and then are supposed take the shortest route to & from the Quarry.

If the Hwy 401 is backed up (which it often is), you can expect the trucks will find other routes, which will include Guelph Line and our rural roads.

If there is damage to homes or businesses,

or loss/contamination of water, the property owner has the burden and cost of proving it was caused by the Quarry. JDCL is merely required to self-asses its operation and file a Licensees Compliance Assessment Report.

