

Wednesday, November 13, 2024

Township of Edwardsburgh/Cardinal Council  
18 Centre St. PO Box 129  
Spencerville, On  
K0E 1X0

Re: Jochem Road Closure to truck traffic.

Dear Council Member,

I am writing to express my concerns regarding the motion to divert heavy trucks away from Jochem Road.

The Mulligan Quarry has been operating on Buckwheat Road since the early 1990s, providing the raw materials needed to construct local roads in the vicinity, including Smith Road, Highway 416, the overpasses at Glen Smail and Crowder Roads, and most recently, the rebuilding of Totem Ranch Road. The aggregate has also been used for numerous other projects in the area. For example, many houses on Smith Road have received quarried materials from the Mulligan Quarry. On average, it requires 250 metric tonnes of aggregate to build one home in an urban setting. In our rural area, this amount could be well over 1,000 metric tonnes, accounting for longer driveways, septic systems, and larger lot sizes.

Initially, the quarry had direct access to Highway 16. However, with the construction of the new Highway 416, access was redirected to Smith Road for all properties and rural roads affected by the highway expansion. This, through no fault of the quarry, resulted in the loss of direct highway access.

Quarried aggregate is a crucial commodity and is in high demand. Its usage will only increase with the rising need for housing and the repair of critical road infrastructure. I have attached a comprehensive piece of literature for your

review, which highlights the essential role of the aggregate industry in the economy and the importance of sourcing materials locally.

There are significant environmental and economic impacts associated with hauling aggregates over greater distances. Environmentally, increased fuel consumption and CO2 emissions are concerns we are all striving to mitigate in the fight against climate change. Economically, longer hauls drive up the cost of aggregate for the end user, further inflating housing costs, which have already grown exponentially over the past four years.

Roads are designed to facilitate the movement of people and goods. Here are several reasons why the township should reconsider the diversion of heavy trucks from Jochem Road:

1. **Precedent Setting:** This decision could set a precedent, allowing any landowner on a particular road to request the closure of that road to commercial traffic. We have already seen the effects of a similar request to trucks away from Smith Road. The municipality decided it was not in their best interest to limit the hauling of aggregates and goods, opting instead for a speed reduction. Additionally, the Mayor of Edwardsburgh/Cardinal, at the time, strongly objected to the implementation of a heavy truck restriction on Smith Road.
2. **Applicability:** Who would this restriction apply to? Aggregate haulers, septic tank pumpers, fuel suppliers, road maintenance vehicles, plow trucks, fire trucks, ambulances, farm vehicles, etc.? Is the municipality prepared to field calls every time a truck uses Jochem Road and follow up with concerned residents or motorists? This could be burdensome for our small municipal staff.
3. **Economic Impact:** Our firm operates a business in the local area, generating tax revenue for the municipality. We employ local citizens who live and shop in the area, contributing to the community's economy. Currently, we are replacing the Glen Smail culvert with aggregate material sourced from the Mulligan Quarry. The levies paid to the province for this material will benefit the municipality, with 61% of those levies returning directly. If truck route closures hinder ours, or any other aggregate operation, the revenues generated from our site and other aggregate sites will be lost.



In the situation with Jochem Road, where the quarry only operates during normal business hours (6:30am to 5pm) and not during nights or weekends, I feel that a speed reduction to 60km/h would be a reasonable compromise.

Thank you for considering these points. I urge council to carefully weigh the potential impacts of this decision.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Kerr', is written over a light blue horizontal line.

Dean Kerr  
President



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