KING PAVING & CONSTRUCTION LTD.
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Construction and Mobility Plan
291 North Service Rd Application

1 Background

King Paving will relocate their paving operations during the winter of 2023-2024 from their current Howard Road location to 291 North Service Rd on approximately 2.4 hectares of land being leased from the Region of Halton.

Halton Region will be shifting Hickory Lane west from its current location to the east edge of the King plant lease area. King will access its plant from Halton Region's new, private, Hickory Lane landfill access. Strategically placed walls will provide containment for the plant and aggregate storage to minimize visual impacts, and control dust and noise. Special gates and access controls will be put in place at the North Service Road entrance to the new private road to prevent unauthorized access to the closed landfill site.

The plant will operate seasonally and be closed during the winter months. Exterior lighting will be strictly controlled, and the plant height minimized to prevent visual impacts. Extensive landscaping will be planted to provide a further visual buffer. Plant operations will not have significant noise impacts given the high ambient noise levels along Hwy. 403.

2 King Paving's Planned Approach to Construction

The following is King Paving's high level plan for the construction of the Asphalt Production Plant at 291 North Service Road:

Initially, King will access the site using the existing private Hickory Lane landfill access lane and will construct the new Halton landfill private lane, site servicing, and site preparation work in a contained environment to minimize any impact to neighbouring businesses, the public, or traffic on the North Service Rd.

1. A communication plan will be developed prior to commencement of construction to inform neighbours of planned work and timing.

2. Work with begin by preparing the site for construction including installation of silt fence, tree protection, clear and grub, and stripping topsoil.

3. Grade the area to proposed grading plan, install granular base for the road design, install storm sewer system and storm management pond.

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4. Install foundation for the plant to guidelines from Geotechnical study.

5. Transport all plant components to 291 North Service Road via Waterdown Road and the North Service Road and reassemble and commission the relocated plant for operation in the spring of 2024.

6. Mud mats will be installed as required to prevent mud from being tracked onto the North Service Road.

7. Start construction on the North Service Road widening to accommodate the new turning lanes, access to the new private Halton landfill lane, and connections to the regional services (sewer and water) and other utilities. This will be done with City of Burlington traffic control plan approval. Lanes will be temporarily reduced for construction purposes during non-rush hour times and re-opened daily. This portion of the project should take approximately 4 weeks. Work will be completed by King Paving as the contractor.

8. Place hot mix asphalt on the internal roads as per the approved design plans.

9. Open the new Hickory Lane providing a new access for KING's operation and for Halton Region's landfill maintenance team.

10. Permanently close the existing Hickory Lane - timing subject to Halton Region

3 Construction Timeline

Overall timeline expected – 5-6 months with plant to be fully operational by March 2024 commensurate with the opening of the 2024 construction season.

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King will Comply with the City's Construction Management and Mobility Plan Requirements set out below:

1. Construction Management and Mobility Plan (CCMP) is required for the application to be complete. A CCMP is required to ensure that the development works can be completed in a manner that is to the satisfaction of the Executive Director of Capital Works and the Director of Transportation Services:
    a. CMMP, plotted to scale on 24" x 36" sheet
    b. Proposed limits of construction
    c. Proposed construction staging areas, including any staging areas required on the City's Road allowance for concrete pours, material deliveries, site servicing, etc. and written justification for any construction staging areas on the city's road allowance
    d. Proposed temporary/permanent encroachments on the City's Road allowance and written

    justification of any required encroachment on the City's road allowance
    e. Proposed truck haulage routes and location of truck stacking.
    f. Proposed location of mud mat and vehicle wash down area.
    g. Proposed location of crane assembly and swing radius
    h. Proposed traffic control measures, specifically addressing signage and/or any lane closures/restrictions
    i. Pedestrian control measures, specifically addressing signage and pedestrian routing (likely not applicable to this particular development)
    j. The CMMP policy is included at the end of the Site Engineering Comments.