



**ISSUE:**  
**TRUCK TRAFFIC ALONG  
HIGHWAY 217**

**by Concerned Home Owner on Highway 217, Sandy Cove  
&  
Member of Executive Committee, Partnership for the  
Sustainable Development of Digby Neck and Islands  
Society**

**CDR Robert Morsches, USN [Retired]**

# Highway 217 is a “ *Collector Highway* ”.



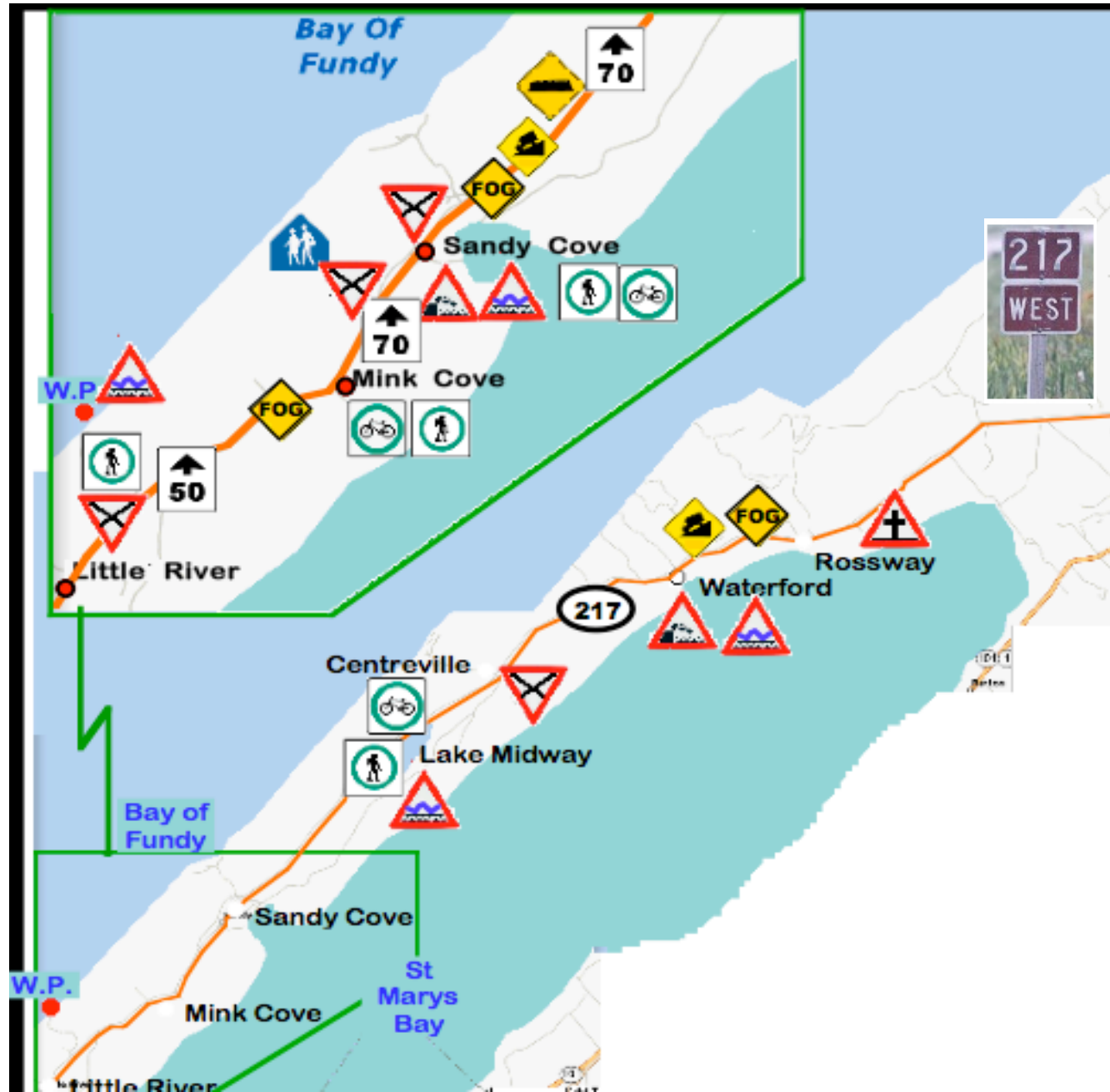
**Collector Highways are *moderate-capacity* roads, which are below *Arterial* [100-series] and *Trunk* [provincial - 1, 8, etc.] *Highways* levels of service.**

**Collector Highways lead traffic from local roads to activity areas [Digby, Digby Neck, and / or Long and Brier Islands].**














**Collector roads support community functions such as:**

- **local labor, owners of businesses, and fisherman, fish processing plants**
- **schools,**
- **churches,**
- **local stores and shops,**
- **tourists, and**
- **recreational facilities.**

**Collector roads *DO NOT SUPPORT ANY HEAVY INDUSTRIAL, MINING, & QUARRY ACTIVITIES.***



**Traffic Hazards on HiWay**

-  Beech Close to 217
-  Bicycle Travel Area
-  Boat Staging Area
-  Busy Intersection
-  Church Close to 217
-  Fire Station
-  Foggy Area
-  Recreation Area
-  School Area
-   Speed Restrictions
-  Steep Hill
-  Tourist Area

# Typical Traffic Hazard on HiWay 217 at Sandy Cove.



**This Truck Accident was due to Senior Citizen turning onto the HiWay near Truck coming West on HiWay 217. The “Reason” for the “ACCIDENT” :**

- **Truck Traffic traveling thru a Tourist Community**
- **Busy Intersection at Bay Road & HiWay 217**
- **Steep Hill downward going West**
- **Beach Close to HiWay 217 \_\_ less than one (1) meter**

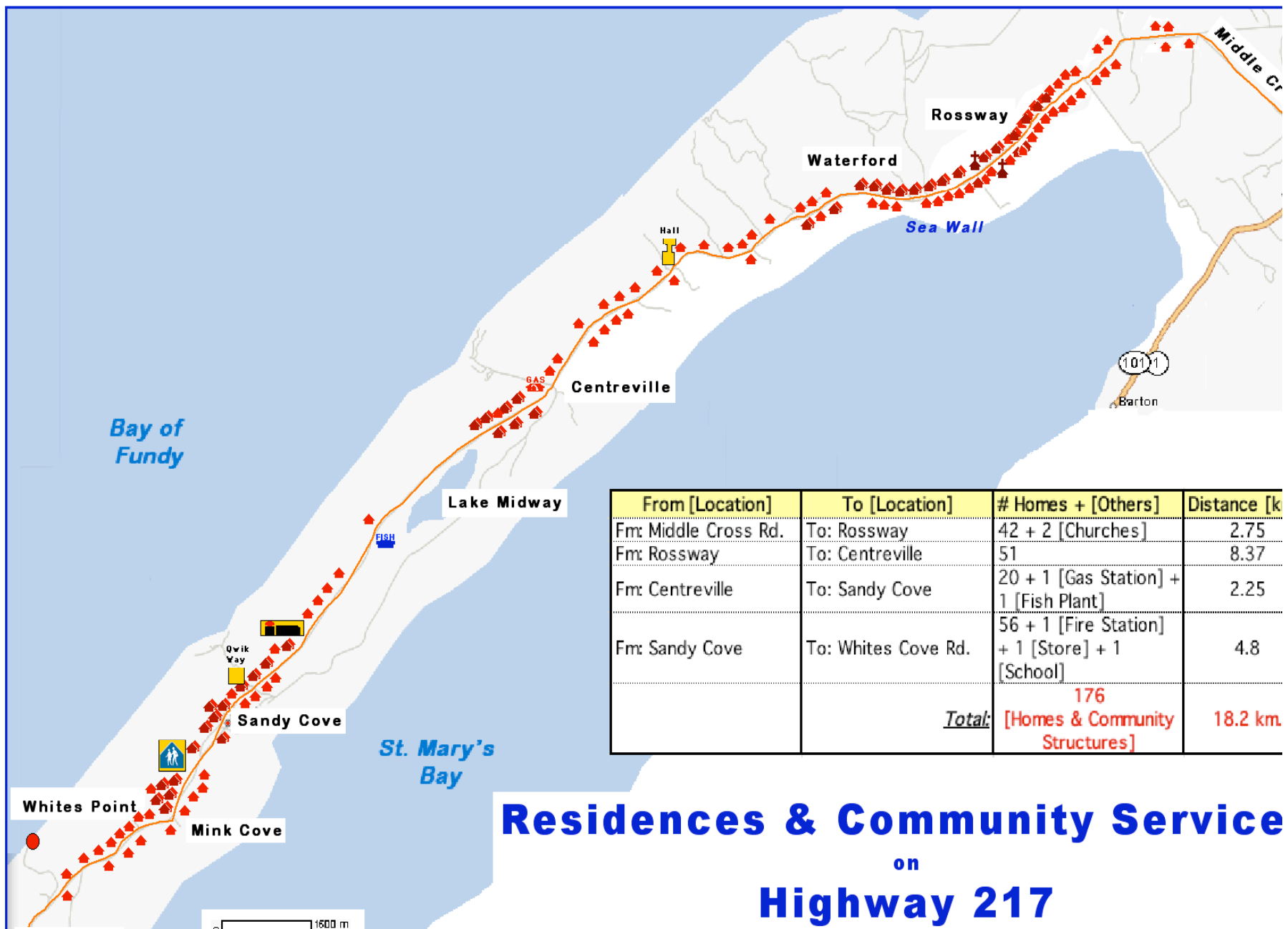


## The Meat of the Problem

- **Panel's Issues:** “ The Panel requires a pre-engineering level of detail at this stage of Project planning (as opposed to the conceptual information) ... ”
- “ Quantify the expected increases in truck traffic along Highway 217 during construction and decommissioning of the project. ”
- “ Explain how it is possible for the Project to effectively eliminate heavy truck traffic from the quarry given the need to bring in some materials and remove wastes by road. ”
- **Other Organizations and Individuals Issues:** (There were **18** other “Issue” submissions on this subject to the Panel about Bilcon’s road transportation plans.

# ***Bilcon's Response***

- © ***To the Panel:*** “ Data on existing truck traffic using Highway 217 in the area of the proposed quarry is **not available from the Nova Scotia Department of Transportation and Public Works.** ”
- © “ However, the quarry is expected to generate ***increased truck traffic during construction, operation, and decommissioning.*** Following is the anticipated truck and barge loads during these project phases. ” *Section 9.3.4 [Transportation]*
- © ***To Other Organizations and Individuals:*** Response was normally “ ***NOTED*** ” *Section 9.3.4 [Transportation]*
- ***Most responses from Organizations and Individuals were expressed by Bilcon were “ NOTED ”. What ever “ NOTED ” means , can NOT answer the query !***



## Residences & Community Service on Highway 217

# Residents' Issues

Bilcon's response is **VERY NON-RESPONSIVE**

Bilcon list the total number of trucks used for transportation of supplies, but **no planning** about 'Trucks' as required by NS T&PW and suggested by the CEAA Panel:

[a] **DID NOT** "Classify Type of Truck by Category", yet they know *exactly* what equipment and how much is required.

[b] **DID NOT** Determine Weight & Dimension of each type of Quarry supply load as prescribed by Minister of T&PW.

[c] **DID NOT** address the required "Driver Training" requirements.

[d] **DID NOT** describe Bilcon's procedures for CERTIFYING "Vehicle Compliance" nor "Inspection Certification".

" Furthermore, Bilcon **DID NOT** address the dangers and hazards of using HiWay 217 as a primary route for delivering supplies during Construction, Operations, and Decommissioning phases of the Quarry! "



● “ On the average for the last 10 years, Hwy 217 trucking is primarily used for delivery of Fishing Products via Straight- and by Semi-Truck(s) approximately three [3] times per week. Home Heating, Boat Fuel, & Gas/Store Supplies are delivered down Digby Neck about two [2] times per week by Straight-Trucks. Hardware/Other Items are delivered once [1] per week via Straight-Truck. This would be approximately 260 Straight-Truck Trips per year. ”

© “ Now, Bilcon is proposing to add:

- 1696 Trips: 848 Truckloads during the Construction Phase,
- 494 Trips: 247 Truckloads per year during the 50 year Operations Phase, a total of 12,350 Truckloads [24,700 Trips], over 50 years and
- 658 Trips: 329 Truckloads during the Decommissioning Phase. ”

## Increase of Truck Traffic



- © “ Bilcon will increase Truck Traffic by **652%** during the **Construction Phase.** ”

*(It should be Noted that more Trucks will be used approximately every 15 to 17 Years to replace “Broken-Down” and “ Older” Operating Equipment ” \_\_ I.e. Rock-Crushers, Conveyors, Loaders, & Bulldozers) This WAS NOT ADDRESSED in the Bilcon EIS !*

- © “ Bilcon will increase Truck Traffic by **190%** each year during the **50-Year Operations Phase**, delivering **EXPLOSIVES, FUEL, & OIL/GREASE.** ”

- © “ Bilcon will increase Truck Traffic by **253%** during the **Decommissioning Phase.** ”

# Conclusion



- “ It is proposed that HiWay 217, being a *Collector Highway* through *Digby Neck Villages*, can not withstand this HUGE DEMAND and INCREASE of dangerous truck traffic; and, Digby Neck Citizens and their VALUED ENVIRONMENT can not tolerate such dangerous items traveling up and down the Neck. ”
- “ Therefore, it is RECOMMENDED that Bilcon be DENIED the use of HiWay 217 and EVERY OTHER ASPECT of the Proposed Quarry! ”

## References for the WP-Panel re:

### Public Presentation by R.W. Morsches, CDR, USN (Retired)

#### Resume – Commander Robert W. MORSCHEs, USN [Retired]

**Born:** 04 June 1934; Fort Wayne, Indiana, USA  
**Citizenship:** USA  
**Education:**

**University:** *University of Notre Dame*; South Bend, Indiana, USA; 1952 – 1956; **BSc.** in Business Administration and Graphic Marketing

**U. S. Navy:** *Officers Candidate School*; Newport Naval Base, Rhode Island, USA; Commissioned *Ensign* in 1957

**Intelligence School:** *Naval Intelligence College*, Washington, D.C., USA; *Imagery Interpreter & Intelligence Officer*

**War College:** *Naval War College*; Newport Naval Base, Rhode Island, USA; 1966 – 1967; **MSc.** in Operational Planning & Combined Operations

#### Certifications:

- *Imagery Intelligence Officer - USN;*
- *Photo Reconnaissance Officer – Combined Forces*
- *Photogrammetrist - USN*
- *Maps & Charts Cartographer – Combined Forces*
- *Operational Intelligence Planning*
  - *Information Scientist – Consultant to U. S. Federal Intelligence Agencies; Washington, D.C.*

#### Professional Experience:

- *Fleet Intelligence Center, Europe; Morocco, Africa* – 1<sup>st</sup> Lebanese Crisis (1959); Photo Reconnaissance Officer.
- *CINCLANT, Norfolk, Virginia, USA* – Bay of Pigs, Cuba (1961); Photo Intelligence & Combined Forces Planning Officer.
  - *CINCLANT, Norfolk, Virginia, USA* – Cuban Missile Crisis, Cuba (1962); Imagery Planning Officer for Combined Forces and The White House (President John F. Kennedy).
  - *Defense Intelligence Agency, DOD* – Photo Reconnaissance Planning & National Photo Reconnaissance Programming Officer (1963 – 1966).
  - *U. S. Taiwan Defense Command, Teipei, Taiwan* – Intelligence Plans, Requirements, Plans, & Programs; Chief Intelligence Exchange with Ministry of National Defense, Republic of China (1967 -1969)
  - *Naval Coastal Surveillance Force, Vietnam* – Vietnam Fiasco (1969 – 1970); Senior Operational Intelligence Officer & Planner. Decommissioned USN Operations; turned over U. S. Naval Force to Vietnamese Navy.
  - *Commanding Officer, Fleet Intelligence School, Atlantic* – Command with responsibility for training officers of U.S. Navy & Foreign Naval Officers, mainly NATO (1970 – 1972).
  - *Commander Carrier Group Six* – Senior Group Intelligence Officer (1972 – 1975); morning briefings to the Admiral and his Staff while at sea.
  - *Defense Intelligence Agency, DOD* – Senior Designer and Chief of DOD's Coordinated (Intelligence) Collection Facility for the Joint Chiefs of Staff (JCS) (1975 – 1978).

- **Planning Research Corporation** – Information Scientist for Computer Systems at Central Intelligence Agency, Scientific & Technical Office (1979 – 1994).
- **Volunteer to U.S. Senate Committee** “*Investigating Intelligence used by the White House to make the decision to invade Iraq*”.

**Key Summary:**

- **Imagery Reconnaissance Plans, Programs, and Operations Officer**
- **Wartime Planning for Possible Future Operations.**
- **Imagery Interpretation Officer, Cartographer, & Intelligence Collection Procedures.**
  - **Operational Intelligence Collection Data, Organizing Information & Operational Procedures for Using Data, & Information relative to Computer Systems.**

**Awards:**

- **USN Meritorious Service Medal**
- **Bronze Star with Combat “V”**
- **Defense Meritorious Service Medal**
- **10 others**

**Retired:**

- **U. S. Navy – 1978**
- **Planning Research Corporation - 1994**

## **2. Highway 217 is a “ Collector Highway ”.**

Collector roads DO NOT SUPPORT ANY HEAVY INDUSTRIAL, MINING, & QUARRY ACTIVITIES.

**SOURCE:** *Personal Interview* with Digby T&PW, District Office, Operations Manager, Eugene Silver; DTG: 281330MAY07R<sup>1</sup>; “*All Collector Roads are not Class A or B roads. They do not support heavy truck traffic. HiWay 217 is not in very good shape right now and the most we are going to do is patch it. In addition we are not going to fix up Road 422 (Whites Cove Road); unless someone builds a residence near it \_\_ no leveling, no pavement or gravel. HiWay 217 is 66 feet in width most places, except near major cross-roads \_\_ like at the base of the hill at Sandy Cove.*”

“*What type of equipment is Bilcon going to bring down 217?*” I stated that it would be heavy quarry equipment \_\_ CAT bulldozers, loaders, and rock crushers, etc.. Mr. Silver said: “*Better not be on 217; the road can’t take it!*”

***End of Personal Interview.***

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<sup>1</sup> All Date•Time•Groups [DTG] in this presentation are by day of month, 24-hour time, month, short-titled year, and [R] – Atlantic Time Zone.

3. This is a visual display of the type of road HiWay 217 is from Middle Cross Road to Little River. The signs are not real \_\_ they are visual ideas by the author of the "Traffic Hazards". Communities of Rossway, Waterford, Centreville, Lake Midway are especially "Hazardous" due to the physical locations and the type activity that goes on most of the year!

4. **Typical Traffic Hazard on HiWay 217 at Sandy Cove.**

June 2003; The pictures show the result of an Elderly Gentleman turning onto 217 from the Kwik-Way Store without looking both directions! This type of activity happens quite frequently! However, it normally doesn't end in an "Accident".

5. **The Meat of the Problem.**

*Ref: WP-1452; dated 28JULO6*

6. **Residences and Community Services on HiWay 217.**

**SOURCE:** *Personal Data Collection via Automobile; Data Collected DTG: 300915MAY07R – 301025MAY07R. Verified 091115JUN07R.*

**Please note,** from Middle Cross Road to Road 422, there is a continuous cluster of **Villages \_\_ no open farm / forest areas.** Most homes are clustered around road intersections \_\_ i.e. Gulliver's Cove / Rossway, Centreville, Sandy Cove, and Mink Cove. It should be noted that there are several churches, religious centers, Provincial Park, Fire Station, and School with this section.

6. **Resident(s) Issues.**

- No detailed planning about Trucks as required by NS T&PW.
- Bilcon knows the kind of equipment of supplies and equipment they need for each phase of Quarry, but did not list the **Trucks Needed by Category;** as required by NS T&PW.

### Construction - Land

Number of Units	Mobile Equipment	Truckloads
3	Cat 773/rock trucks	6
1	Cat 990 loader	3
2	Cat 988 loaders	6
1	Cat D9 bulldozer	1
1	Cat 345 excavator	1
1	Cat 914 loader	1
1	75 ton crane	1
2	water trucks	2
1	service truck	1
2	welding trucks	2
4	welders	2
2	compressors	1
2	flatbed trucks	2
2	Cat skid steer loaders	1
1	drill rig - check dk's original	1

**Ref:** Bilcon 9.3.4 [Transportation]

**Ref:** NS T&PW Application of Registered Weight for Commercial Vehicles, Form MV62G (Revised 11/06); (Overall Maximum Weight for largest truck's Maximum Permitted Weight is 38,500 kg (84,877 lb) up to 2010.)

- Did not determine the size and weight of equipment load, yet Bilcon classifies most equipment (i.e. Cat 990 Loader)
- Did not present plans for ***Driver Training of Trucks and Equipment***. Driver training is required for all large truck drivers

••• **Bilcon did not outline the hazards of traveling up and down HiWay 217 (a Class C Road) with large cargo and hazardous materials.**

## 9. Truck Traffic Estimates.

It should be noted that 40% of the Truck Loads during the Construction Phase are Explosive Loads;

- 35% are Explosive Loads during the Operations Phase; and,
- Over 50% are demolition loads during the Decommissioning Phase.

Collector Highway #217, a two lane, paved road is the only land transportation route serving Digby Neck and the proposed Whites Point Quarry.

The majority of vehicular use is the *private auto as residents from Brier Island, Long Island, and Digby Neck travel to gain goods and services in the Town of Digby and area.*

Bilcon states: “The most applicable traffic counts for Digby Neck and the area of the Whites Point quarry were taken on Highway #217 by the NS T&PW (Ref. 153). Average daily traffic counts for the section of Highway #217 from Waterford to East Ferry were taken in 1996, 1997, and 2000. The average number of vehicles passing the count location (1.5 km east of East Ferry) in a 24 hour period based on a short temporary count was:

- 658 on September 1996,
- 983 on August 1997, and
- 877 on June 2000.”

Due to the time of year for the recorded counts, tourist, and resident vehicles would be included.

**However**, I received from Mr. Lester Hanley, NS T&PW a book listing the traffic Counts by the Assets Management Division of NS T&PW, Published in March 2006, *Traffic Volumes – Primary Highway System: 1996 – 2005*. It states the Annual Average Daily Traffic (AADT) for Section 030 of Highway 217, taken in August 2003 is: **670** [No Truck statistics were provided]

Further research and interviews by Author:

*SOURCE: Personal Interview with Steven Titus, Deputy Transportation Coordinator, Kenney Transportation Inc.; Kenney Fisheries 061130JUN07R; The following are a result of the interview with Mr Titus:*

- [**1.5**] **trips per week**: Straight Truck; dimensions length = 8.2 m, width = 2.6 m,
- [**.5**] **trips** Tractor Semi-trailer[NST&PW]; length = 15.5 m, width = 2.6 m.

*SOURCE: Personal Interview of Vernon d'Eon; Vernon d'Eon – Lobster Plugs Limited.; 061230JUN07R:*

- [**1**] **trip per week**: Straight Truck; length = 8.2 m, width = 2.6 m.

Interview of West Nova Fuels; Alex Elliott; 06JUN07 and Observation of Wilson's, Farmers' [other] Delivery Trucks:

- [**.7**] **trips per week**: Straight Truck; length. 8.2 m, w. 2.6 m.

*My Calculations:* Total Truck Trips per Week on HiWay 217 = **3.7 trips of Straight Truck and Tractor Semi-trailer.**

**\*\*\*** Bilcon estimated the load of Trucks by truckloads and not **“Trips”** up and down 217!

**10. Increase of Truck Traffic.**

- **1,696 Trips** (not Truckloads) during Construction Phase.
- **24,700 Trips** (not Truckloads) during 50-Year Operations Phase or **494 Trips** per year.
- **658 Trips**(not Truckloads) during the Decommissioning Phases

Further research and interviews by Author:

**SOURCE:** *Personal Interview* with Mr. Roger Foote, Digby T&PW, District Office, Digby Regional Manager of NST&PW; DTG: 251130JUN07R; *“HiWay 217 will never be able to accommodate the load the Bilcon estimates of such heavy truck loads. HiWay 217 will not be re-paved at least 10 years and, most probably not for 15 years. Even then the road can’t take such loaded truck traffic!*