



February 1, 2023

File No: 2431-60007-0

Alex Ramos-Espinoza
 Director of Engineering Services
 District of Kitimat
 270 City Centre
 Kitimat, BC, V8C 2H7

RE: SANDHILL WASTE SOIL STORAGE SITE DEVELOPMENT – TRAFFIC SUMMARY

Sandhill Materials Inc. (SMI) is proposing to develop a waste soil storage site behind the existing Sandhill Pit on the west side of Kitimat near the intersection of Haisla Boulevard and Eurocan Way. To facilitate approval of the rezoning application for the development, the District of Kitimat has requested a brief traffic summary. This letter outlines the expected trip generation and distribution for the development, as well as some of the site access and existing infrastructure considerations.

The location of the proposed waste soil storage site and the access route through Haisla Boulevard and Eurocan Way is shown in Figure 1. SMI has indicated that all truck traffic accessing the site will be restricted to using the intersection of Haisla Boulevard and Eurocan Way.

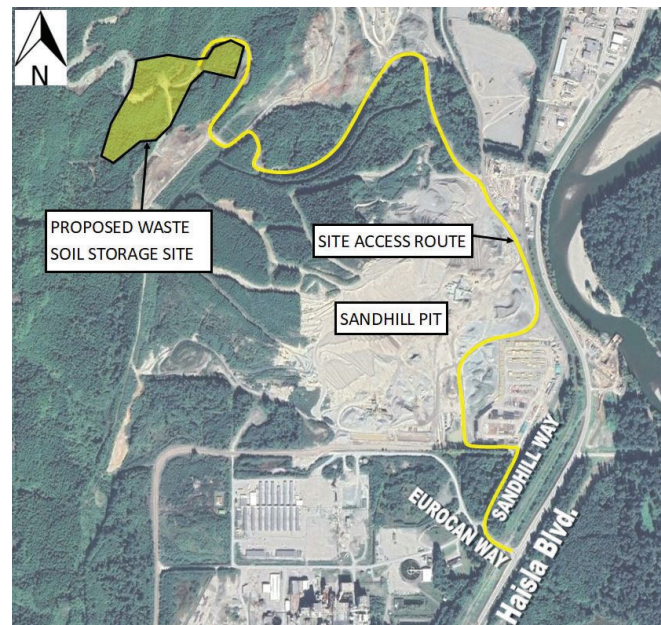


Figure 1: Site Location

The waste soil storage site is not dedicated to any specific earthworks project and would instead be a surplus material spoil option for any future projects in the Kitimat area. As such, there is a potential for trips to come from any direction and for the traffic demand to vary with construction activity in Kitimat. Based on the planning for the site, SMI has estimated a maximum of 5 trips in any given peak hour (with AM and PM demand expected to be similar).



Most traffic accessing the site is expected to originate from the northeast, generated by developments within and around Kitimat. There is also a future possibility for some of the larger industrial projects southwest of the site to access the project (ie. Rio Tinto Alcan and LNG Canada), although these sites currently manage waste soil storage locally on their own site. Although these industrial projects have a potential for larger and more coordinated earthworks operations, any traffic from these sites would likely use the private haul road network and Haisla Boulevard overpass, thereby not impacting the public roadways. Finally, there is also a potential for other smaller miscellaneous projects to be located southwest of the site. Therefore, the two most likely scenarios for haul trips through the Haisla Blvd/Eurocan Way intersection are as shown in Figure 2.

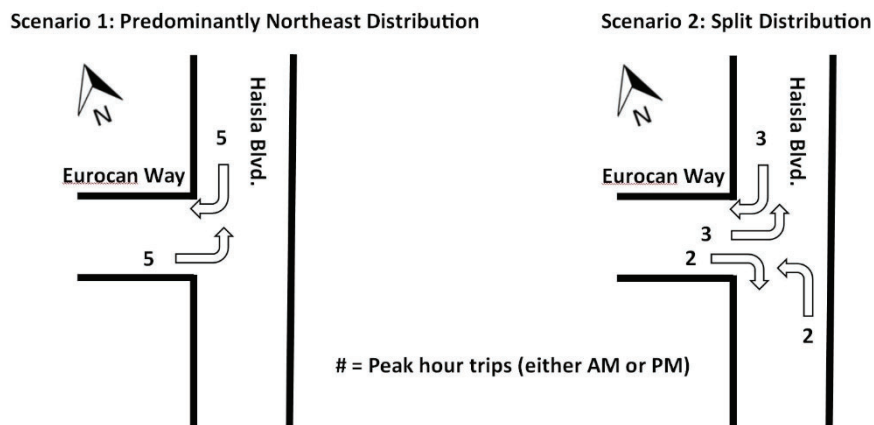


Figure 2: Expected Development Trip Generation and Distribution

The existing Haisla Boulevard and Eurocan Way intersection includes a northbound left turn lane with a 35m storage length and a southbound right turn lane with an approximate 70m taper and 80m parallel deceleration lane. The intersection also has northbound and southbound acceleration lanes for traffic exiting Eurocan Way. The Eurocan Pulp Mill for which the intersection was built for is now closed, although it is being used as a temporary project office.


Based on a review of July 2022 count data at this intersection, there should be ample capacity available to accommodate the relatively low volume of trucks hauling waste soil to the proposed storage site.

If you require any further assistance on this matter please contact the undersigned.


Yours truly,

McELHANNEY LTD.

Prepared by:


 Joel Taker, P.Eng.
 jtaker@mcelhanney.com
 778-693-2203

Reviewed By:


 Glenn Stanker, P.Eng., P.T.O.E.
 gstanker@mcelhanney.com
 778-693-2199