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September 10, 2020

19-018.R03

IBI Group
410 Albert Street, Suite 101
Waterloo, Ontario
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Attention: Ms. Alfiya Kakal

Dear Madam:

**Re: Comments on GHD Peer Review for Pavement Design
Witmer Road, Proposed Hallman Pit to Queen Street
Wilmot Township, Ontario**

It is understood that the Township of Wilmot has engaged the services of GHD Limited (GHD) to undertake a peer review of the CMT Engineering Inc. (CMT Inc.) geotechnical investigation and pavement assessment completed in 2019 for the proposed gravel pit operations on Witmer Road. GHD has also assessed the geotechnical report completed by Naylor Engineering Associates (NEA) completed in 2007 as well as the Transportation Impact Study completed by Paradigm Transportation Solutions Limited (PTSL) completed in 2019 for the above-noted section of Witmer Road.

CMT Inc. has been in contact with Hassan Gilani from GHD and Rick Esbaugh (Jackson Harvest Farms Ltd.) and the peer review options for the proposed roadway reconstruction were discussed. Based on the discussion, CMT Inc. is in agreement with the GHD peer review recommendations. It is understood that the preferred method of reconstruction by Jackson Harvest Farms Ltd. is to undertake an asphalt overlay on the existing pavement structure. The initial report completed by CMT Inc. (19-018.R01 dated March 4, 2019) recommended a hot mix asphalt overlay of 155 mm for the section of Witmer Road between Queen Street to 1.5 km West. The second report completed by CMT Inc. (19-018.R02 dated September 10, 2019) recommended a hot mix asphalt overlay of 150 mm for the section of Witmer Road between 1894 Witmer Road to 1.0 km East. The GHD peer review recommended that an extra 10 mm of asphalt would be required for any of the road reconstruction options. As such, the hot mix asphalt overlay thickness should be increased to 165 mm on the section of Witmer Road between Queen Street to 1.5 km West and 160 mm on the section of Witmer Road between 1894 Witmer Road to

1.0 km East. **As stated above, CMT Inc. is in agreement with the peer review letter completed by GHD with the above recommendations for the pavement overlay thickness.**

This report should be read in conjunction with the CMT Inc. Reports (19-018.R01 dated March 4, 2019 and 19-018.R02 dated September 10, 2019), the NEA report (6808G1.R01 dated May 2, 2007) and the PTSI Traffic Impact Study (dated February 2019).

We trust that this report meets with your present requirements. Should you have any questions, please do not hesitate to contact our office.

Prepared by:

Marc Favaro, B.Sc.
Project Leader

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Reviewed by:

Nathan Chortos, P.Eng.
Project Engineer