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DANFORD LAKE PROPOSED MEGA LANDFILL PROJECT

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Presented to:

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Magasin General Irwin Ltee – 1900

DANFORD LAKE PROPOSED MEGA LANDFILL PROJECT

Introduction

My name is Karen Little and I reside at 362 Route 105 in Kazabazua and I am the Secretary Treasurer of Magasin General Irwin Ltee at 364 Route 105 in Kazabazua.

Brief Explanation of Interest in the Project

As a property owner on Main Street in Kazabazua, my concern with the proposed landfill project is based on the property damage done to both the residences and businesses due to the vibration of existing heavy truck traffic. My house is four meters from the road allowance and the store steps out onto the sidewalk. These buildings have been here since the late 1800's and this explains their proximity to the street.

Ever since civilization came to the Gatineau Valley, the river was used as a means of transportation for people and logs. The sawmills and paper mills of Gatineau relied for a century on the supply of wood that floated down the Gatineau River. The Québec Ministry of the Environment, in order to save the river from pollution created by bark from the logs, stopped this method of transport approximately fifteen years ago.

Immediately, the hundreds of thousands of cords of pulpwood that once went silently down the river were instead loaded on heavy trucks to be sent down Highway 105. As seen in Photo 1 of the store (taken in 1930), the sandy road bed is to the front steps. The substrate you can see in the photo from 1930, which was paved over in 1952, was never changed, and is simply asphalt-coated sand. See Photo 2, taken in 2007, for comparison of road height. The road was never engineered to carry heavy loads, as was the case with every other village between Gatineau and Maniwaki. However, the Ministry of Transport has bypassed Chelsea (with Highway A5), Wakefield, Alcove, Low, Venosta, Gracefield, and Bouchette with properly constructed new highways. This leaves Kazabazua with the only antiquated road bed in the Gatineau Valley. This explains the extreme vibration from truck traffic and the damage incurred.



Photo 1, Magasin General Irwin Ltee – 1930



Photo 2, Magasin General Irwin Ltee – 2007

In recent years, seven windows have been replaced in the front of the house and more need to be replaced. The store windows as viewed in the 1930 photo were installed in 1902 and were still in existence in 1980. However, with the advent of the increased truck traffic they shattered and were replaced by single unit double thermopanes. These also shattered and were replaced by thermopanes resting on vibration damping rubber blocks. They, in turn, broke and the windows as viewed in the 2007 photo are now insulated, doubled-paned, tempered glass resting on continuous rubber blocks imbedded in a layer of silicone. The window in the front door, being non-thermal, is 6 mm tempered georgian polish wired glass (the style used in prisons) (refer to Photo 1). All of this necessary because of the shaking of the building from the weight of the trucks passing on the highway. Along with the glass breaking, the mortar in the brick cracked so severely as to cause a liability problem and all of the bricks had to be removed from the front facade of the building. The front was rebricked in 1985. However, cracking reoccurred and the facade had to be removed and rebricked a second time, with a plasticizer in the mortar in order to provide flexibility to withstand the vibration of the passing trucks.

All of the costs incurred were covered personally because, as per information from our insurance company, Promutual of Shawville, insurance companies do not cover damage from traffic vibration. The noise of these passing trucks has made living on main street almost intolerable. It makes any outdoor activity in the garden difficult and conversation almost impossible. As you can see from Photos 3 and 4, these trucks often stop in front of our house or store (or sometimes both at the same time). Idling trucks from early morning until evening fill the buildings with diesel fumes should a door or window be left open. It is almost impossible to exit our driveway or for customers to leave the store parking lot when these trucks are parked as there is no visibility whatsoever. This dangerous situation will result in an accident or worse eventually. As seen in Pictures 5 and 6, the road bed is too narrow for a truck to park and another to pass without crossing the centre line, a dangerous situation for oncoming traffic. We have asked the Municipality of Kazabazua to ask the Minister of Transport to have no truck parking in the village but were told it was not possible.



Photo 3, Truck parked blocking house driveway and part of store front (road view).



Photo 4, Truck parked blocking house driveway and part of store front (driveway view).

Project Related Concerns

The hauling of millions of tons of garbage past our doorstep in the future can only result in traffic chaos, centre town congestion, and fatal accidents. As well, there will be increased property dam-

age, noise pollution, diesel fume pollution and foul odors from the garbage trucks (especially when parked). This situation will be extremely unhealthy and dangerous for all residents.

Project Improvements

There are three possibilities to improve this situation:

1. ask the Ministry of Transport to bypass Kazabazua, as has been done in every other town in the Gatineau Valley;
2. expropriate 362 and 364 Route 105, along with all the other buildings that are too close to the road in the village, remove the pavement, prepare a proper road bed and resurface according to government standards; or
3. locate the processing of refuse closer to the source, ie: the City of Gatineau.



Photos 4 and 5, Truck passing parked truck in front of store, crossing centre line.

Summary

The entire route north of Highway A5 is narrow, crooked and poorly sloped in areas. It is already a dangerous, heavily used road and knowingly consenting to a huge increase in heavy truck traffic would be irresponsible on the part of the Québec government. As well, I would expect a modern government to embrace modern technologies in dealing with any situation, especially one so environmentally sensitive. The use of plasma gasification in a location close to the City of Gatineau would reflect that modern thinking and I would expect it to be given serious consideration as a means to resolve the aforementioned situations.

Karen Little
Secretary Treasurer, Magasin General Irwin Ltee
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