



## Southwestern New Brunswick Community Liaison Committee

### Minutes

Wednesday, February 6, 2008  
Smith's Motel, Highway 1

Present for the meeting were:

Roger Burton, Brunswick Pipeline Co-chair  
Peter Fenety, Community Co-chair  
Kathryn Foster  
Burt Stewart  
Susan Harris, Brunswick Pipeline Community Relations Manager  
John Kellock, RoW Supervisor

Guest: Dale Plant- Blasting Specialist

#### 1. Review of Agenda

The agenda was accepted as presented.

#### 2. Review of Minutes from December 5, 2007 meeting

The minutes were accepted with no changes.

#### 3. Action Items of December 5, 2007 Meeting

- The arranging of tours of HDD and urban construction sites will carry forward. Susan is attempting to set up tours with both the SNBCLC and the BPSJCLC. Tours during the month of May when weather is better are preferred.
- Maps requested by the Committee members will be ready for distribution soon.

#### 4. Presentation – Blasting (Dale Plant)

Two videos were shown: The first was the Louisbourg Pipelines Inc. corporate video and the second was the Rockwood Park text blast of January 11, 2008.

Dale Plant, who is in charge of blasting for Louisbourg Pipelines for the Brunswick Pipeline project, provided an overview of blasting including how it fits into the overall construction of a pipeline. Dale has been working in the pipeline industry since 1971 and has been blasting since he was 15 years old.

Grading: Surface soils, roots and rocks are removed in preparation for trenching. These are set aside so they may be spread back over the right of way after construction, where possible. Grading is done to ensure that run-off from rain or snow melt will not run directly into a watercourse or wetland, and it creates a level work area for crews and equipment for the remainder of the construction process.

Trench Blasting: Using an excavator, crews dig a trench for the pipeline. Typically, the trench is twice the width of the pipe and deep enough to provide approximately one metre of cover over the pipe after installation (deeper in other areas such as road crossings, etc.). Controlled blasting of bedrock will be required in many areas along the route. All blasting is conducted according to strict safety guidelines and is carefully monitored. Trench blasting charges will normally only be set off once per day, and a typical day should see 600-700 metres of trench created.

The depth and type of rock determines the blasting techniques and rock type determines the intensity of blasting. The most popular and widely used blasting formations are:

- square pattern: explosives are placed in a four-corner pattern;
- zipper: explosives are placed 5 feet apart in a zig zag formation (top to bottom); and
- dice 5: explosives are placed in the formation to look like the pattern on a die showing five dots.

The sounds made during blasting indicate a good or a poor blast. Smaller sounds are better and indicate a successful blast whereas a louder blast can mean an ineffective blast. A good blast will move everything underneath it. In cases where blasting must be done below or near existing pipe, such as a water or sewer line, the existing pipe is wrapped with a wooded sleeve to protect it from debris. Explosives are placed in drilled holes and the site is well matted. Dale requires that blasting areas be kept neat, with rock removed once the blasting is complete.

Overall Process of Blasting: In rocky areas, blasting is an essential part of the grading process. After grading, trenching takes place, which also requires blasting in rocky areas. Only after these two steps have been completed can the rest of the work proceed, including stringing/bending; crossings of road, railway and utilities; watercourse crossings; welding/coating; lower in/installing the pipe; backfilling the trench; pressure testing; and clean up/restoration.

Effects on Wildlife: Many years of experience have proven that wildlife will come to a work site and watch from a distance. Wildlife will get used to the noises of construction. Pre-blast warning sirens will send wildlife running to deeper areas in the woods, rather than into the open. After the blast has been done and normal noise levels return, wildlife will come back to watch again.

Long-term right of way effects: low brush provides a greater source of food and actually draws wildlife to the area. It is not a deterrent to wildlife.

Storage of Explosives: Explosives are stored in bullet-proof steel containers made with a 6 inch stone wall, more steel and then plywood to ensure materials don't spark. The containers have interlocking hinges and very tiny openings, too small to see through. The containers are stored, well hidden, in quarries or gravel pits. Materials are transported in amounts required using special vehicles.

## 5. Project Update (Roger Burton)

Urban/Rockwood Park- Clearing and grubbing of the right of way in Rockwood Park is finished and grading and blasting continue. Planning for the trail section in the north-west corner of Lily Lake also continues. This trail section will be built into the side of the steep hill in this location to create an accessible walking trail made up of a boardwalk-like structure and an extended trail from the point where the NB Trail meets the Clean Air Trail. As Brunswick Pipeline has authority to work only on the right of way, so for this and for insurance purposes, the City of Saint John will take charge of the work. Brunswick Pipeline will contribute the \$450,000 toward construction of this section of trail, the same amount that would have been spent on developing a trail on top of the completed right of way, which had been the initial commitment.

Rural - 30 kms of right of way have been cleared between St. Stephen and Saint John. The clearing process will continue as will acid rock testing.

HDD - A tent has been set up on the Spar Cove Road side of the St. John River, which houses the drill equipment and will provide the primary noise mitigation. The Milford drill site will be graded before erection of the tent there, which is expected to begin in mid-February.

Pipe Trains - The 40- and 80-foot sections (joints) of pipe for the project will be delivered by trains dedicated to transportation of the pipe. The first two trains have arrived and ten in total are expected, each averaging between 48-50 cars. The final train is expected to arrive between mid-March and early April. Trains carrying pipe that will be used in the eastern end of the urban section will be off-loaded from a Rothesay Avenue rail siding and stored in east Saint John. Subsequent trains will off-loaded at the NB Southern rail yard on Dever Road and in McAdam, with these pipe joints transported to storage yards in Lorneville and Pennfield. Pipe joints will not be moved to the RoW until Louisbourg Pipelines is ready for it.

#### 6. Other Items

It was agreed that SNBCLC members who have not been attending meetings should be called to determine whether they wish to remain on the Committee or withdraw.

#### 7. Additional Information

Brunswick Pipeline representatives will continue to meet with stakeholders in the urban areas. Representatives also plan to meet with the local politicians in the urban areas as well as continue to keep the communities updated on the pipeline progress.

SNBCLC members requested copies of the monthly construction reports which are regularly sent to the NEB. The reports contain summaries of work carried out and progress made, environmental and safety issues, etc., and will help Committee members stay informed in case they are asked questions.

#### 8. Next Meeting: Wednesday, April 2<sup>nd</sup>, 2008, Smith Motel & Restaurant, Highway 1.