



Photo 8-54: Campbellville Emergency Response Centre



Photo 8-55: Business along Reid Sideroad

Conclusion: Given that this link provides access to Highway 401 and avoids going directly through Campbellville, it is likely to provide potentially fewer impacts than routes through other more sensitive areas. As a result, it is recommended that this road section be carried forward as a potential haul route.

8.3 Second Stage Screening of Select Alternative Haul Routes

Using additional input obtained from the public and municipal stakeholders, a more detailed screening was carried out for two road links that were not initially recommended as potential haul route:

- Link 4 (Milborough Line from Campbellville Road to Highway 401)
- Link 12 (Campbellville Road from Centre Street to Milborough Line).

The second screening of these links included detailed examination of vertical profiles and the development of functional design drawings.

8.3.1 Milborough Line from Campbellville Road to Highway 401

Advantage: A new interchange at Milborough and Highway 401 will provide a direct route for truck traffic from the proposed site to a 400 series highway.

Disadvantages: The Hamilton GIS layers provided by the City of Hamilton suggest that the location of the new interchange may impact several environmental features in the general vicinity. North of Highway 401, there are MNR protected wetlands, and south of Highway 401, there is a large ESA. To reach the interchange, traffic would have to traverse north and south on Milborough passing conservation lands and a large ANSI. This road section may also carry more traffic in the future if local traffic finds the new access to Highway 401 convenient.

To help evaluate the possibility of a new interchange at Milborough and Highway 401, a function design of a trumpet intersection was created to provide an understanding of the extent of the land acquisitions that might be required. **Exhibit 8-4** illustrates how the proposed interchange design might look.

Conclusion: Given the significant environmental impacts a new interchange would create, the potential changes to the nature of Milborough Line, the significant implications for the area transportation network, and the required land acquisition, it is recommended that this road link not be carried forward as a potential haul route.



Exhibit 8-4 Link 4 Plate 1
Possible Trumpet Interchange At Highway 401 & Milborough Line

Scale 1:2500

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8.3.2 Campbellville Road from Centre Street to Milborough Line

Advantage: This road section has no obvious advantages.

Disadvantages: The existing vertical profile along Campbellville Road was reviewed in detail. There are several significant grades between Centre Street and Milborough Line.

Exhibit 8-5 through **Exhibit 8-9** show the existing grade and the proposed grade design for a posted speed limit of 70 km/h and a design speed of 80 km/h. Just east of Centre Road between Station 2+660 and Station 3+160, the grade is +8.75 percent. Between Station 3+200 and Station 3+500, the grade is -12.65 percent. From Station 4+800 to Station 5+360, the grade is +6.35 percent. The grade then drops to -8.20 percent between Station 5+360 and Station 5+560. The grade from Station 5+560 to Station 5+700 drops to -10.85 percent.

The proposed road grade will improve the vertical alignment, but would impact 34 residential driveways, 21 of which would be severely impacted by the road reconstruction. **Table 8 - 1** shows the impact road reconstruction on the driveways. The 34 driveways are grouped by Station section. The severity of the impact increases for driveways that are short in length and for driveways located where the differential between the existing and the proposed grade is large. Intense grading on this route will impact numerous properties and may require property acquisition.

Table 8 - 1: Number of driveways impacted by grading, by Station section

Station No. From	Station No. To	No. of Driveways	No. of Driveways Severely Impacted
2+520	2+660	0	0
2+660	3+160	6	2
3+160	3+720	3	2
3+720	4+200	4	4
4+200	4+420	0	0
4+420	4+720	5	4
4+720	5+360	9	2
5+360	5+840	7	7
Total		34	21

Conclusion: Given the large number of residential driveways and properties that would be significantly affected by bringing this stretch of Campbellville Road up to current design standards, it is recommended that this route link not be carried forward.