

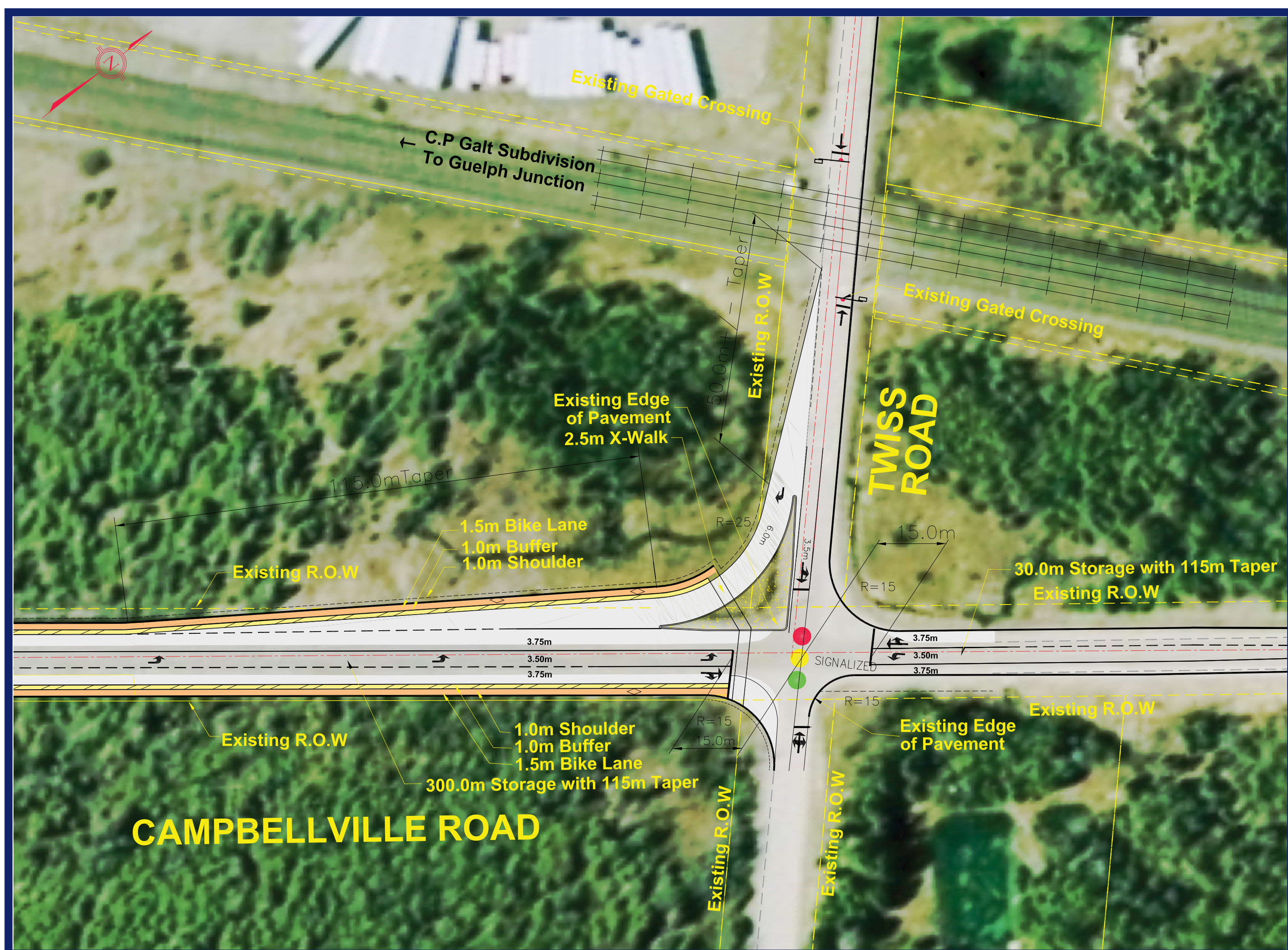
Recommended Design Alterations

If Alternative Haul Route 3 is carried forward as the preferred alternative, it is recommended that the following road alterations be implemented:

Campbellville Road - Twiss Road Intersection

- Signalization of the Twiss Road and Campbellville Road intersection (the traffic signals would be coordinated with the signal controls at the rail crossing on Twiss Road)
- Construct a 300 m long exclusive left-turn lane on Campbellville Road at Twiss Road, for eastbound vehicles turning north onto Twiss Road. This would provide space for trucks to stack when the rail crossing is in use by a train.
- Construct a channelized right-turn lane for southbound vehicles turning west onto Campbellville Road.

These design recommendations are illustrated in the drawing below.



Not to Scale

Campbellville Road – Milborough Line

- Signalization of the Milborough Line and Campbellville Road intersection
- Construct a 30 m long exclusive left-turn lane on Campbellville Road at Milborough Line, for westbound vehicles turning south onto Milborough Line
- Construct a northbound channelized right-turn lane at Campbellville Road and Milborough Line with a truck acceleration lane on the east leg.

These design recommendations are illustrated in the drawing below.



Not to Scale