

### 8.2.2.5 Link 5: Milborough Line from Campbellville Road to Concession 11 E

**Advantages:** This link provides the most direct access from the quarry site to Highway 401 and destinations to the east, but the link has a seasonal load restriction. Community facilities along the link are limited.

**Disadvantages:** Along this link, there is an on-street suggested bike route that passes approximately 23 residential driveways. On weekdays, approximately 11 school buses use this link daily. There is an ESA and a business. As visibility on the link is substandard, reconstruction and widening will be required.



Photo 8 - 23: Sample driveway along Milborough Line

**Conclusion:** This link offers the potential to minimize the overall impacts to the social, economic and cultural aspects of the overall community of the study area by avoiding other more sensitive areas. It is therefore recommended that this link be carried forward as a potential haul route.

### 8.2.2.6 Link 6: Milborough Line from Concession 11 E to Derry Road

**Advantage:** This road link has no advantages to note at this time.

**Disadvantages:** This link is not a designated truck route, and does not provide a direct route to Highway 401. Like link No. 5 (Section 8.2.2.5), visibility on the link is substandard. As there are significant engineering deficiencies, the link would require reconstruction and widening.

On-street bike route passes numerous residential driveways and a business. On weekdays, approximately 25 school buses use this link daily. Near Concession 10 E, there is a rail crossing that is controlled by lights only. The link passes several ESAs.



Photo 8 - 24: Business along Milborough Line

**Conclusion:** Given the potential impacts to the terrestrial environment and the minimal strategic benefit of this particular road link, it is recommended that this link not be carried forward for further consideration as a potential haul route.

### 8.2.2.7 Link 7: Brant Street from Dundas Street to QEW

**Advantage:** This link is a truck route with no restrictions.

**Disadvantages:** The link passes through a heavily-built up area in Burlington, and numerous businesses and homes back onto Brant Street. Several community facilities are located along the link: Kingsbridge School, the Brant Hill Community Centre and Library, and two churches (Brant Hills Presbyterian Church, and Prince of Peace Lutheran Church).

**Conclusion:** Given the discontinuous nature of the route from the proposed quarry site, and given that the QEW Niagara cannot be accessed without going through Fairview Road or Plains Road, it is recommended that this link not be carried forward for further consideration as a potential haul route.

### 8.2.2.8 Link 8: Guelph Line from Highway 401 to Derry Road

**Advantage:** This link is a truck route with no restrictions and no designated cycling facilities.

**Disadvantages:** This link does not provide access to Highway 401 without passing through the business heart of the Campbellville community. Additional truck traffic passing through Campbellville may create conflicts with vehicular traffic and pedestrians. On Guelph Line, just south of Campbellville, there is a rail crossing controlled by lights and gates.

Within Campbellville, there are seven businesses (with numerous other businesses to the south), two churches (St. David's Presbyterian Church and Cemetery, and St. Andrew's Anglican Church), and the Campbellville Ball Park. The link also passes several conservation lands including: Campbellville Conservation Area, Crawford Lake Forestry Tract, and Crawford Lake Conservation Area. North of Derry Road and south of Campbellville, the grades are long and steep. On weekdays, approximately 30 school buses use this link daily.

The geometric conditions at the intersection of Guelph Line and Campbellville Road are not conducive to expansion. It is not advisable to increase the truck traffic, particularly truck traffic turning left off Campbellville Road to go north, or coming south and turning right,.



**Photo 8 - 25: Guelph Line, near construction zone at Highway 401 Interchange**



**Photo 8 - 26: Guelph Line at the heart of Campbellville**

**Conclusion:** Given that this route includes long steep grades north of Derry Road and south of Campbellville, the challenging Guelph Line and Campbellville Road intersection, and large potential social and economic impacts, it is recommended that this link not be carried forward for further consideration as a potential haul route.

### 8.2.2.9 Link 9: Guelph Line from Derry Road to Dundas Street

**Advantage:** This road link is a truck route with no restrictions to vehicular traffic and no on-street cycling facilities.

**Disadvantages:** The link passes through two settlement areas (Lowville and Mount Nemo). There are long steep grades in Lowville and north of Dundas Street. The link includes recreational facilities, such as the Crosswinds Golf and Country Club and Lowville Golf Club, and community facilities such as the Happy Times for Kids Day Care. On weekdays, approximately 47 school buses use this link daily.

There are several parks and conservation lands including Mount Nemo Conservation Area, the Lowville Park, and Burlington Memorial Gardens.



Photo 8 - 27: Crosswinds Golf and Country Club

**Conclusion:** Given that truck traffic would have to negotiate several steep grades, and given the potential impacts to Lowville and Mount Nemo’s social environment, it is recommended that this link not be a carried forward for further consideration as a potential haul route.

#### 8.2.2.10 Link 10: Guelph Line from Dundas Street to QEW

**Advantage:** This road link is part of a truck route with no restrictions.

**Disadvantages:** The link passes through a heavily built-up area in Burlington. There are numerous homes, businesses, churches and schools. Community facilities that might be impacted include three churches (St. John’s Anglican Church, Calvary Baptist Church, and Glad Tidings Pentecostal Church), and one high school (MM Robinson High School.) On weekdays, approximately eight school buses travel this link daily.

**Conclusion:** Given the discontinuous nature of the route, it is recommended that this link not be carried forward for further consideration as a potential haul route.

#### 8.2.2.11 Link 11: Campbellville Road from Highway 6 to Centre Road

**Advantage:** This link is part of a truck route with seasonal load restrictions.

**Disadvantages:** The link passes by an ESA and two businesses, one of which is the Campbellville Training Centre just west of Centre Road. The Mountsberg Baptist Church and Cemetery is located on the west side of Centre Road near Campbellville Road, but worship takes place on Sunday at 9:45 am when the quarry is not proposed to be in operation.

There are 15 residential driveways along the link. On weekdays, approximately six school buses use this link daily.



Photo 8 - 28: Campbellville Training Centre



Photo 8 - 29: Mountsberg Baptist Church



Photo 8 - 30: Business along Campbellville Road

**Conclusion:** While it will be necessary to provide consideration for potential impacts to the cultural and economic aspects of the community in this area, the road section does offer direct accessibility to Highway 6 while avoiding other more sensitive areas. It is therefore recommended that this link be carried forward as a potential haul route.

#### 8.2.2.12 Link 12: Campbellville Road from Centre Road to Milborough Line

**Advantage:** This link is part of a truck route with seasonal load restrictions.

**Disadvantages:** The link passes through two ESAs. There are five businesses and approximately 38 residential driveways. On weekdays, approximately five school buses use this link daily.



Photo 8 - 31: Business along Campbellville Road      Photo 8 - 32: Business along Campbellville Road

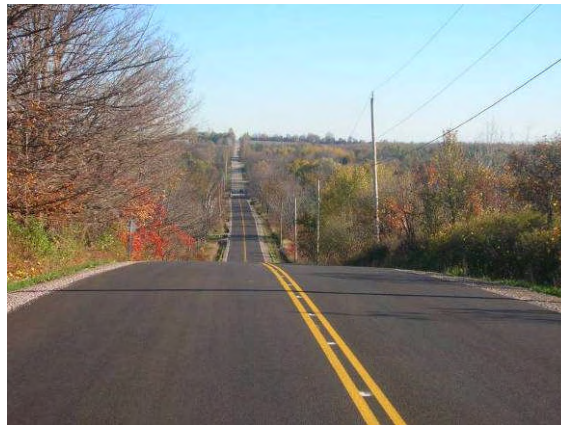


Photo 8 - 33: Business along Campbellville Road      Photo 8 - 34: 'Roller-coaster' alignment along this route link on Campbellville Road

The link has visibility problems due to the 'roller-coaster' alignment. Major road reconstruction and grading would be required to improve the vertical alignment. This would require properties acquisition, and would have a substantial impact on adjacent residential dwellings.

**Conclusion:** Although the reconstruction necessary on this link is expected to have significant impacts to existing land uses, and to have terrestrial and social implications, the close proximity of this road section to the proposed site and the link's resulting potential as a haul route merit further consideration. As a result, this link was listed for reassessment during the second stage evaluation.

### 8.2.2.13      Link 13: Campbellville Road from Milborough Line to Twiss Road

**Advantage:** This link is part of a truck route with year round load restrictions.

**Disadvantages:** West of Twiss Road, the link intersects a CP rail crossing that is controlled by lights only. There are 17 residential driveways and a single business along the link. On

weekdays, approximately eight school buses use this link daily. The link passes by Laking Tract and Thomas William Harrison Tract, and is part of an on road suggested bike route.



Photo 8 - 35: Laking Tract

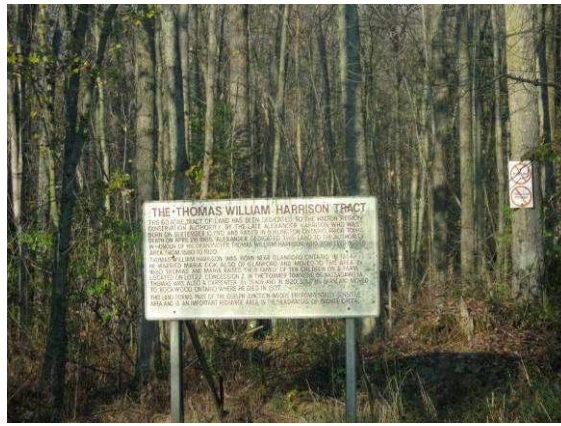


Photo 8 - 36: Thomas William Harrison Tract

**Conclusion:** While it will be necessary to provide consideration for potential impacts to the social aspects of the community in the area, the road section offers the potential of providing access to and from the proposed site while avoiding other more sensitive areas. It is recommended that this link be carried forward as a potential haul route.

#### 8.2.2.14 Link 14: Campbellville Road from Twiss Road to Guelph Line

**Advantage:** This link is part of a truck route with year round load restrictions.

**Disadvantages:** East of Twiss Road, the link intersects a CP rail crossing with lights and gates. The horizontal alignment at this crossing is deficient.

The link passes through the built-up area of Campbellville, and has many businesses and residential driveways. Major physical building constraints at the Guelph Line intersection will impede turning truck traffic. (See description for Link 8 in **Section 8.2.2.8**.)



**Photo 8 - 37: Campbellville Conservation Area**      **Photo 8 - 38: Business along Campbellville Road**

This route link is part of an on road suggested bike route, and passes by the Campbellville Conservation Area. On weekdays approximately four school buses use this link daily.

**Conclusion:** Since trucks cannot access Highway 401 without passing through the business heart of the Campbellville community (resulting in significant social impacts), it is recommended that this link not be carried forward as a potential haul route.

### 8.2.2.15      **Link 15: Carlisle Road from Highway 6 to Milborough Line**

**Advantage:** This route is a designated truck route with seasonal load restrictions.

**Disadvantages:** The link passes through a CP railway crossing controlled by lights only. The link also passes an ESA just east of Highway 6, Courtcliffe Park, the Carlisle Conservation Area west of Centre Road, and the Carlisle Golf and Country Club.



**Photo 8 - 39: Courtcliffe Park**



**Photo 8 - 40: Carlisle Conservation Area**

This link is designated as an on-street bike route, and runs through the heart of the Carlisle community where numerous homes and businesses are located. On weekdays, approximately 36 school buses use this link daily.



**Photo 8 - 41: Carlisle Golf and Country Club**



**Photo 8 - 42: Business along Carlisle Road**



**Photo 8 - 43: Business along Carlisle Road**



**Photo 8 - 44: Business along Carlisle Road**



**Photo 8 - 45: Southeast corner of Carlisle Road and Highway 6**