

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.

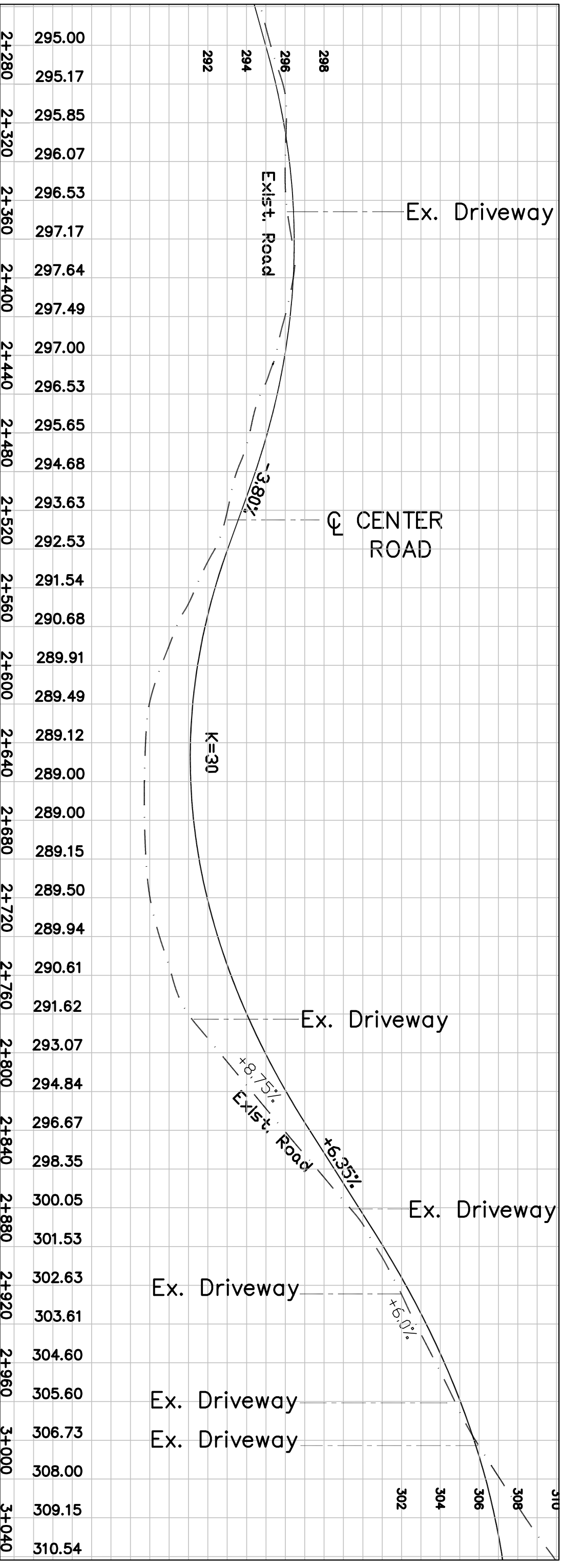
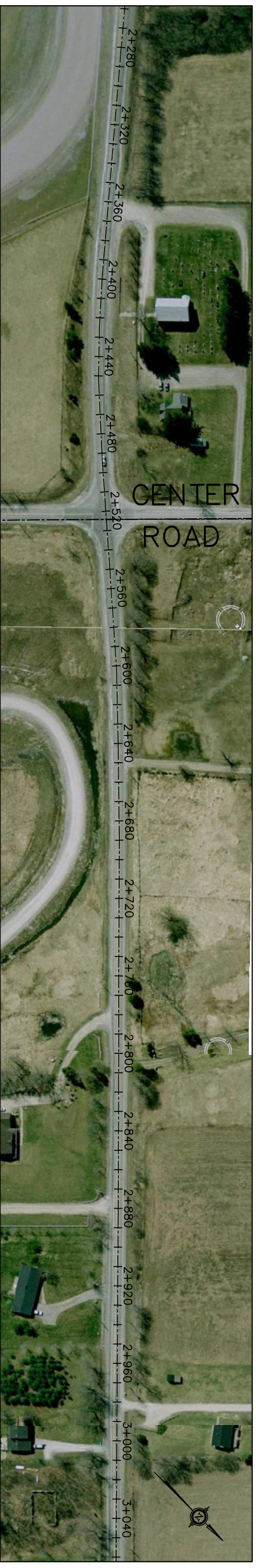
Exhibit 8-5 through **Exhibit 8-9** show the existing grade and the proposed grade design for a posted speed limit of 70 km/h and a design speed of 80 km/h. Just east of Centre Road between Station 2+660 and Station 3+160, the grade is +8.75 percent. Between Station 3+200 and Station 3+500, the grade 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.



Design Speed 80 km/h
Posted Speed 70km/h

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**Exhibit 8 - 5 Link 12 - Plate 1
Sta. 2+280 to Sta 3+040**