



Photo 8 - 46: Southeast corner of Carlisle Road and Highway 6



Photo 8 - 47: Northeast corner of Carlisle Road and Highway 6

Vehicles and pedestrian movements at numerous driveways and accesses along the link could potentially be impacted.

Conclusion: Given the potential social, economic, cultural and terrestrial impacts, it is recommended that this route link not be carried forward for consideration as a potential haul route.

8.2.2.16 Link 16: Derry Road from Milborough Line to Guelph Line

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

Disadvantages: The link has significant engineering and safety deficiencies which would require attention if the truck use increased. Several businesses are located along the link, and east of Twiss road, the link is a suggested on road bike route. On weekdays, approximately 16 school buses use the link daily. As Milborough Line south of Concession 11 is not recommended as a potential haul route, there is no connection to Derry Road from the site.



Photo 8 - 48: Business along Derry Road



Photo 8 - 49: Business along Derry Road



Photo 8 - 50: Business along Derry Road



Photo 8 - 51: Business along Derry Road

Conclusion: Given the potential social and economic impacts, and given the limited strategic importance of this road section to the proposed quarry's traffic, it is recommended that this link not be carried forward as a potential haul route.

8.2.2.17 Link 17: Concession 11 E from Highway 6 to Centre Road

Advantage: As this route provides direct access from the quarry site to Highway 6, the link would be easily accessible for trucks travelling to and from the proposed quarry site.

Disadvantages: The link is not an existing truck route. It passes by an Area of Natural and Scientific Interest (ANSI) and an ESA. The link has approximately 37 existing driveways that could potentially be impacted, and it is a cautionary, unsigned on-street bike route. On weekdays, approximately nine school buses use this link daily.

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

8.2.2.18 Link 18: Concession 11 E from Centre Road to Milborough Line

Advantage: This route borders the site and is therefore easily accessible to trucks travelling to and from the quarry site.

Disadvantages: The link is not an existing truck route, and it passes by an ESA and Lawson Park. Approximately 44 existing driveways and accesses along the link could potentially be impacted. On weekdays, approximately five school buses use this link daily.



Photo 8 - 52: Lawson Park

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

8.2.2.19 Link 19: Concession 6 E from Highway 6 to Centre Road

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

Disadvantages: The link is part of an on-street bike route, and passes through the heart of the Flamborough community where several parks and recreational facilities are located. Facilities that could potentially be impacted include two parks (Flamborough Centre Community, and Centre Park), two churches (Community Church, and Flamborough Christian Fellowship), and a school (Flamborough Centre Elementary School). On weekdays, approximately 10 school buses use this link daily.

Conclusion: Given the nature of the social and cultural considerations, and the lack of suitable connection to Concession 6 E, it is recommended that this route not be carried forward as a potential haul route.

8.2.2.20 Link 20: Parkside Drive from Highway 6 to Evans Road

Advantage: This route link is a designated truck route with no restrictions west of Beeforth Road. East of Beeforth Road, the route link is a designated truck route with seasonal load restrictions.

Disadvantages: The link is part of an on-street bike route west of Beeforth Road. The link passes through the built-up area of Waterdown where there are numerous homes and businesses. Community facilities on this link include the Flamborough YMCA, the Waterdown Memorial Park, three schools (Allan A. Greenleaf School, Guy Brown School, and Waterdown District

Secondary School), one church (James United Church) and Fire Station #24. The link has a CP railway crossing controlled by lights and gates.

Conclusion: Given the potential social impacts on the area, and given the discontinuous nature of this road section from the proposed site (due to recommendations made in this report for other links), it is recommended that this route be excluded as a potential haul route.

8.2.2.21 Link 21: Dundas Street from Highway 6 to Guelph Line

Advantage: This route is a designated truck route with no load restrictions.

Disadvantages: The link passes through the heart of the Waterdown community where there are numerous homes and businesses. Community facilities that may be impacted include two schools (St. Thomas, and Kingsbridge School), two churches (Nelson United Church and Cemetery, and St. John's Anglican Church), and New City Park.

Conclusion: Given the potential social impacts to the area and local community facilities, it is recommended that this route be excluded as a potential haul route.

8.2.2.22 Link 22: Concession 12 E

Advantage: This route link borders the proposed quarry site.

Disadvantages: The link is not an existing truck route. Most of the link route runs through a large ESA, and the link terminates at sensitive wetlands. Although the link is close to the proposed site, the existing link would need to be extended, requiring construction on protected wetlands.

Conclusion: Given the considerable environmental impacts, it is recommended that this road section be excluded as a potential haul route.

8.2.2.23 Link 23: Highway 6 from Highway 401 to Campbellville Road

Advantage: This route link is part of an existing designated truck route with no restrictions. The link provides direct access to Highway 401.

Disadvantages: The passes through an ESA and through the Morriston community which currently experiences congested conditions resulting from high volumes of truck traffic. The road link passes approximately 32 residential driveways and approximately 20 commercial driveways. A community feature that may be impacted is the Church of the Seventh Day Adventist Reform Movement. On weekdays, approximately six school buses use this link daily.



Photo 8-53: Business Plaza in Morriston Community

Conclusion: Given that Highway 6 is a provincial roadway designed to service all types of vehicles, it is recommended that this link be carried forward as a potential haul route.

8.2.2.24 Link 24: Highway 6 from Campbellville Road to Concession 11E

Advantage: This route link is part of an existing designated truck route with no restrictions. The link provides access to Highway 401 and Highway 403.

Disadvantages: The link passes through an ESA and the Freelon community. It passes approximately 9 residential driveways and approximately five commercial driveways. A community feature that may be impacted includes the Carlton-Freelon Cemetery. On weekdays, approximately ten school buses use this link daily.



Photo 8-53: Carmel Cemetery in Freelon Community

Conclusion: Given that Highway 6 is a provincial roadway designed to service all types of vehicles, it is recommended that this link be carried forward as a potential haul route.

8.2.2.25 Link 25: Highway 6 from Concession 11 E to Highway 403

Advantage: This route link is part of an existing designated truck route with no restrictions. The link provides direct access to Highway 403.

Disadvantages: The link passes through ESAs and the Millgrove community. It passes approximately 128 residential driveways and approximately 61 commercial driveways. A community feature that may be impacted is the United Church of Hamilton Conference. On weekdays, approximately 73 school buses use this link daily.

Conclusion: Given that Highway 6 is a provincial roadway designed to service all types of vehicles, it is recommended that this link be carried forward as a potential haul route.

8.2.2.26 Link 26: Twiss Road from Campbellville Road to Reid Sideroad

Advantages: This route link is part of an existing designated truck route with no restrictions on vehicle types. Because this link provides access to Reid Sideroad and avoids going through Campbellville, it is likely to provide potentially fewer impacts than routes that pass through other more sensitive areas.

Disadvantages: The link intersects a CP rail crossing where there are three rail tracks. The crossing is controlled by lights and gates. This link passes several industrial businesses and three residential driveways.

Conclusion: Given that this link is part of an existing designated truck route, and that it avoids Campbellville and sensitive areas, it is recommended that this road section be carried forward as a potential haul route.

8.2.2.27 Link 27: Reid Sideroad from Twiss Road to Guelph Line

Advantage: This route link is part of an existing designated truck route with no restrictions to vehicular traffic. The link provides access to Highway 401 without going through Campbellville.

Disadvantages: The link passes by the Campbellville Emergency Response Centre (Fire Station #2) and a business. It passes 13 driveways in total. On weekdays, approximately four school buses use this link daily.