





407 East EA
East Link Section
Screening of Long List of Route Alternatives

| REVISED DRAFT | | Short Segment Pre-Screening | | | |
|-----------------------------------|---|--|---|--|--|
| | | Group 1 | | Group 2 | |
| Route Descriptions | Route Description | E1-E6 | E2-E6 | E22-E25 | E22-E26 |
| | Route Length (km) | 2.9 km | 2.7 km | 1.3 km | 1.2 km |
| | Key Map | | | | |
| Evaluation Criteria | Minimize Route within Provincial Policy/Plan areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan) | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine No route section within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine No route section within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (1.3 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (1.2 km) within Greenbelt |
| | Minimize Direct Loss of areas of Areas of Natural and Scientific Interest (ANSIs), Environmentally Sensitive areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas | <ul style="list-style-type: none"> No route section within ANSIs Route section (0.3 km) within Tooley Creek ESA No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> No route section within ANSIs No route section within ESAs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> No route section within ANSIs No route section within ESAs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> No route section within ANSIs No route section within ESAs No route section within identified terrestrial SARs areas |
| | Minimize Direct Loss of Provincially Significant Wetlands (PSWs) | <ul style="list-style-type: none"> No route section within PSWs | <ul style="list-style-type: none"> No route section within PSWs | <ul style="list-style-type: none"> No route section within PSWs | <ul style="list-style-type: none"> No route section within PSWs |
| | Minimize Direct Effects on Agricultural and Natural Resources | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands |
| | Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route section within identified aquatic Species At Risk (SARs) areas | <ul style="list-style-type: none"> 2 crossings of tributaries to Tooley Creek (Coolwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No stream crossings No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 1 crossing of tributaries to Tooley Creek (Coolwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No stream crossings No route section within identified aquatic SARs areas |
| | Minimize Effects on Existing and Planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas |
| | Maximize Network Efficiency | <ul style="list-style-type: none"> Marginally indirect route Displaces existing Courtice Rd./Hwy 401 interchange | <ul style="list-style-type: none"> Direct route | <ul style="list-style-type: none"> Indirect route, as compared with E22-E26 Additional road crossing (Rundle Rd.) as compared with E22-E26 | <ul style="list-style-type: none"> Direct route, as compared with E22-E25 |
| Screening Results | Recommendation | DO NOT CARRY FORWARD | CARRY FORWARD | DO NOT CARRY FORWARD | CARRY FORWARD |
| | Rationale | <ul style="list-style-type: none"> Displaces existing Highway 401/Courtice Rd. interchange. Route section within Tooley Creek ESA | <ul style="list-style-type: none"> No effects on Highway 401/Courtice Rd. interchange Direct route No route section within existing or planned development areas No route section within Oak Ridges Moraine No route section within Greenbelt No route section within ESAs No route section within identified terrestrial SARs areas No route section within PSWs No route section within identified aquatic SARs areas No stream crossings | <ul style="list-style-type: none"> Indirect route Higher number of stream Additional road crossings Route section within Greenbelt | <ul style="list-style-type: none"> No effects on Highway 401/Courtice Rd. interchange Direct route No route section within existing or planned development areas No route section within Oak Ridges Moraine No route section within ESAs No route section within identified terrestrial SARs areas No route section within PSWs No route section within identified aquatic SARs areas No stream crossings |
| Last Updated: Feb 20, 2007 | | | | | |

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
 2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
 3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
 4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline, Central Mainline, East Mainline; West Link and East Link).

407 East EA
East Link Section
Screening of Long List of Route Alternatives

| REVISED DRAFT | | Route Screening | | | |
|-----------------------------------|--|--|--|--|---|
| Route Descriptions | Route Description | E2-E6-E8-E15-E23 | E2-E6-E8-E16-E21-E24 | E2-E6-E8-E10-E12-E17-E21 E24 | E2-E6-E8-E10-E12-E18-E25 E24 |
| | Route Length (km) | 12.7 km | 12.2 km | 12.2 km | 12.6 km |
| | Key Map |  |  |  |  |
| Evaluation Criteria | Minimize Route within Provincial Policy/Plan areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan) | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (8.9 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (8.4 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (8.4 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (8.8 km) within Greenbelt |
| | Minimize Direct Loss of areas of Areas of Natural and Scientific Interest (ANSIs), Environmentally Sensitive areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas | <ul style="list-style-type: none"> 3 route section (0.6 km) within ANSIs 7 route section (2.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (3 section), Farewell Creek ESA (1 section) and Courtice Woods ESA (2 section) Route section (3.2 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 3 route section (1.0 km) within ANSIs 4 route section (1.7 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route section (2.8 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 5 route section (2.1 km) within ANSIs 6 route section (2.9 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section), Farewell Creek ESA (2 section) and Solina Woods ESA (1 section) Route section (4.3 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 4 route section (1.8 km) within ANSIs 6 route section (2.9 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section), Farewell Creek ESA (2 section) and Upper Black Creek ESA (1 section) Route section (3.9 km) within WLs No route section within identified terrestrial SARs areas |
| | Minimize Direct Loss of Provincially Significant Wetlands (PSWs) | <ul style="list-style-type: none"> Route section (0.6 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) | <ul style="list-style-type: none"> Route section (0.4 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) | <ul style="list-style-type: none"> Route section (1.8 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) | <ul style="list-style-type: none"> Route section (2.1 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) |
| | Minimize Direct Effects on Agricultural and Natural Resources | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands |
| | Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route section within identified aquatic Species At Risk (SARs) areas | <ul style="list-style-type: none"> 5 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossings of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 6 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossings of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 5 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossings of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 5 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossings of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas |
| | Minimize Effects on Existing and Planned development areas | <ul style="list-style-type: none"> Route section within existing and planned development areas including Courtice urban areas in the southeast and northeast and within Mitchells Corners hamlet | <ul style="list-style-type: none"> No route section within existing or planned development areas but adjacent to Courtice urban areas in southeast and northeast | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas |
| | Maximize Network Efficiency | <ul style="list-style-type: none"> Slightly longer and less direct route | <ul style="list-style-type: none"> Relatively short and direct route | <ul style="list-style-type: none"> Relatively short and direct route | <ul style="list-style-type: none"> Relatively short and direct route |
| Screening Results | Recommendation | DO NOT CARRY FORWARD | CARRY FORWARD | CARRY FORWARD | CARRY FORWARD |
| | Rationale | <ul style="list-style-type: none"> Route section within existing and planned development areas including Courtice urban areas and Mitchells Corners Reduced network efficiency from significant out-of-way travel Route section within Greenbelt Route section within ANSIs Route section within Black Creek ESA, Courtice Wetlands ESA, Farewell Creek ESA and Courtice Woods ESA Route section within WLs Route section within PSWs | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas |
| Last Updated: Feb 20, 2007 | | | | | |

Footnote:




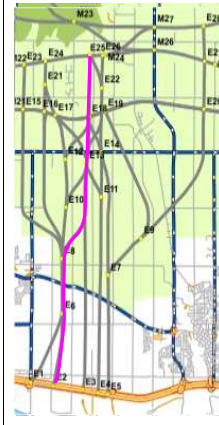
1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).

2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).

3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).

4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline, Central Mainline, East Mainline, West Link and East Link).

407 East EA
East Link Section
Screening of Long List of Route Alternatives





| REVISED DRAFT | | Route Screening | | | |
|-----------------------------------|--|---|---|--|--|
| Route Descriptions | Route Description | E2-E6-E8-E10-E13-E18-E25 | E2-E6-E8-E10-E13-E19-E22 E26 | E2-E6-E8-E13-E17-E21-E24 | E2-E6-E8-E13-E25 |
| | Route Length (km) | 12.5 km | 12.6 km | 12.9 km | 12.5 km |
| | Key Map |  |  |  |  |
| Evaluation Criteria | Minimize Route within Provincial Policy/Plan areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan) | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (8.7 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine 1 route section (8.9 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Majority of route (9.1 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Majority of route (8.7 km) within Greenbelt |
| | Minimize Direct Loss of areas of Areas of Natural and Scientific Interest (ANSIs), Environmentally Sensitive areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas | <ul style="list-style-type: none"> 3 route section (0.9 km) within ANSIs 7 route section (1.7 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (3 section), Farewell Creek ESA (2 section) and Upper Black Creek ESA (1 section) Route section (2.5 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 3 route section (0.9 km) within ANSIs 5 route section (1.7 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section), Farewell Creek ESA (1 section) and Upper Black Creek ESA (1 section) Route section (2.5 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 3 route section (1.0 km) within ANSIs 4 route section (1.7 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route section (2.9 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 3 route section (1.0 km) within ANSIs 4 route section (1.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route section (1.8 km) within WLs No route section within identified terrestrial SARs areas |
| | Minimize Direct Loss of Provincially Significant Wetlands (PSWs) | <ul style="list-style-type: none"> Route section (0.9 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (3 crossings) and Maple Grove Wetland Complex (1 crossing) | <ul style="list-style-type: none"> Route section (0.9 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (3 crossings) and Maple Grove Wetland Complex (1 crossing) | <ul style="list-style-type: none"> Route section (0.6 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) | <ul style="list-style-type: none"> Route section (0.3 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) |
| | Minimize Direct Effects on Agricultural and Natural Resources | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within prime agricultural area | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within prime agricultural area |
| | Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route section within identified aquatic Species At Risk (SARs) areas | <ul style="list-style-type: none"> 5 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossings of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 4 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossings of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 7 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossing of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 5 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossing of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas |
| | Minimize Effects on Existing and Planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas |
| | Maximize Network Efficiency | <ul style="list-style-type: none"> Relatively short and direct route | <ul style="list-style-type: none"> Slightly longer and less direct route | <ul style="list-style-type: none"> Longer and less direct route | <ul style="list-style-type: none"> Relatively short and direct route |
| Screening Results | Recommendation | CARRY FORWARD | CARRY FORWARD | CARRY FORWARD | CARRY FORWARD |
| | Rationale | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas |
| Last Updated: Feb 20, 2007 | | | | | |

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
 3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).

2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
 4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline, Central Mainline, East Mainline, West Link and East Link).

407 East EA
East Link Section
Screening of Long List of Route Alternatives

| REVISED DRAFT | | Route Screening | | | |
|-----------------------------------|---|--|---|--|--|
| Route Descriptions | Route Description | E2-E6-E8-E13-E22-E26 | E3-E13-E17-E21-E24 | E3-E13-E18-E25 | E3-E13-E19-E22-E26 |
| | Route Length (km) | 12.7 km | 12.7 km | 12.4 km | 12.5 km |
| | Key Map |  |  |  |  |
| Evaluation Criteria | Minimize Route within Provincial Policy/Plan areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan) | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Majority of route (8.9 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (9.0 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (8.7 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (8.9 km) within Greenbelt |
| | Minimize Direct Loss of areas of Areas of Natural and Scientific Interest (ANSIs), Environmentally Sensitive areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas | <ul style="list-style-type: none"> 3 route section (1.0 km) within ANSIs 4 route section (1.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route section (1.8 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 4 route section (2.3 km) within ANSIs 6 route section (1.7 km) within Black Creek (1 section), Courtice Wetlands (2 section), Farewell Creek ESA, Solina Woods ESA, and Upper Black Creek ESA (1 section each) Route section (2.6 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 3 route section (1.9 km) within ANSIs 4 route section (1.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route section (1.5 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 3 route section (1.9 km) within ANSIs 4 route section (1.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route section (1.5 km) within WLs No route section within identified terrestrial SARs areas |
| | Minimize Direct Loss of Provincially Significant Wetlands (PSWs) | <ul style="list-style-type: none"> Route section (0.3 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) | <ul style="list-style-type: none"> Route section (1.0 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (6 crossings) and Maple Grove Wetland Complex (3 crossings) | <ul style="list-style-type: none"> Route section (0.7 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (4 crossings) and Maple Grove Wetland Complex (3 crossings) | <ul style="list-style-type: none"> Route section (0.6 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (4 crossings) and Maple Grove Wetland Complex (3 crossings) |
| | Minimize Direct Effects on Agricultural and Natural Resources | <ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route section within prime agricultural area | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands |
| | Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route section within identified aquatic Species At Risk (SARs) areas | <ul style="list-style-type: none"> 5 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossing of tributaries to Tooley Creek (Unassessed) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 6 crossings of tributaries to Black and Farewell Creeks (Coldwater) 3 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 4 crossings of tributaries to Black Creek (Coldwater) 3 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 3 crossings of tributaries to Black Creek (Coldwater) 3 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas |
| | Minimize Effects on Existing and Planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas but adjacent to Solina hamlet | <ul style="list-style-type: none"> No route section within existing or planned development areas |
| | Maximize Network Efficiency | <ul style="list-style-type: none"> Slightly longer and less direct route | <ul style="list-style-type: none"> Slightly longer and less direct route | <ul style="list-style-type: none"> Relatively short and direct route | <ul style="list-style-type: none"> Relatively short and direct route |
| Screening Results | Recommendation | CARRY FORWARD | CARRY FORWARD | CARRY FORWARD | CARRY FORWARD |
| | Rationale | <ul style="list-style-type: none"> No route section within existing or planned development areas No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas |
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407 East EA
East Link Section
Screening of Long List of Route Alternatives

| REVISED DRAFT | | Route Screening | | |
|-----------------------------------|--|--|--|--|
| Route Descriptions | Route Description | E4-E11-E13-E17-E21-E24 | E4-E11-E14-E18-E25 | E4-E11-E14-E19-E22-E26 |
| | Route Length (km) | 13.0 km | 12.6 km | 12.5 km |
| | Key Map | | | |
| Evaluation Criteria | Minimize Route within Provincial Policy/Plan areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan) | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (9.4 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (9.1 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Majority of route within Greenbelt (9.0 km) |
| | Minimize Direct Loss of areas of Areas of Natural and Scientific Interest (ANSIs), Environmentally Sensitive areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas | <ul style="list-style-type: none"> 6 route section (2.8 km) within ANSIs 9 route section (2.6 km) within Black Creek ESA (2 section), Courtice Wetlands ESA (3 section), Holt Road Woods ESA (2 section), Solina Woods ESA (1 section), and Upper Black Creek ESA (1 section) Route section (3.8 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 5 route section (2.3 km) within ANSIs 2 route section (2.0 km) within Black Creek ESA (2 section), Courtice Wetlands ESA (2 section), and Holt Road Woods ESA (2 section) Route section (2.6 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 5 route section (2.3 km) within ANSIs 2 route section (2.0 km) within Black Creek ESA (2 section), Courtice Wetlands ESA (2 section), and Holt Road Woods ESA (2 section) Route section (2.6 km) within WLs No route section within identified terrestrial SARs areas |
| | Minimize Direct Loss of Provincially Significant Wetlands (PSWs) | <ul style="list-style-type: none"> Route section (2.0 km) within PSWs, including Harmony-farewell Iroquois Beach Wetland Complex (7 crossings) and Maple Grove Wetland Complex (3 crossings) | <ul style="list-style-type: none"> Route section (1.5 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) | <ul style="list-style-type: none"> Route section (1.5 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (5 crossings) and Maple Grove Wetland Complex (1 crossing) |
| | Minimize Direct Effects on Agricultural and Natural Resources | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands |
| | Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route section within identified aquatic Species At Risk (SARs) areas | <ul style="list-style-type: none"> 9 crossings of tributaries to Black and Farewell Creeks (Coldwater) 2 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 6 crossings of tributaries to Black Creek (Coldwater) 2 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 5 crossings of tributaries to Black Creek (Coldwater) 2 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas |
| | Minimize Effects on Existing and Planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas but adjacent to Solina hamlet | <ul style="list-style-type: none"> No route section within existing or planned development areas |
| | Maximize Network Efficiency | <ul style="list-style-type: none"> Slightly longer and less direct than other alternatives Interchanges may be affected by close proximity to hydro corridor | <ul style="list-style-type: none"> Relatively short and direct route alternative Interchanges may be affected by close proximity to hydro corridor | <ul style="list-style-type: none"> Relatively short and direct route alternative Interchanges may be affected by close proximity to hydro corridor |
| Screening Results | Recommendation | DO NOT CARRY FORWARD | CARRY FORWARD | CARRY FORWARD |
| | Rationale | <ul style="list-style-type: none"> Reduced network efficiency with longer and less direct route Route section within Greenbelt Route section within ANSIs Route section within Black Creek ESA, Courtice Wetlands ESA, Holt Road Woods ESA, Solina Woods ESA, and Upper Black Creek ESA Route section within WLs Route section (2.0 km) within PSWs, including Harmony-farewell Iroquois Beach Wetland Complex (7 crossings) and Maple Grove Wetland Complex (3 crossings) | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas |
| Last Updated: Feb 20, 2007 | | | | |

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline; Central Mainline; East Mainline; West Link and East Link).

407 East EA
East Link Section
Screening of Long List of Route Alternatives

| REVISED DRAFT | | Route Screening | | | |
|-----------------------------------|---|--|--|--|---|
| Route Descriptions | Route Description | E5-E7-E14-E18-E25 | E5-E7-E14-E19-E22-E26 | E5-E7-E9-E19-E22-E26 | E5-E7-E9-E20-E27-E28 |
| | Route Length (km) | 12.7 km | 12.6 km | 13.7 km | 15.2 km |
| | Key Map |  |  |  |  |
| Evaluation Criteria | Minimize Route within Provincial Policy/Plan areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan) | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (9.3 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (9.2 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (10.2 km) within Greenbelt | <ul style="list-style-type: none"> No route section within Oak Ridges Moraine Route section (11.7 km) within Greenbelt |
| | Minimize Direct Loss of areas of Areas of Natural and Scientific Interest (ANSIs), Environmentally Sensitive areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas | <ul style="list-style-type: none"> 7 route section (2.5 km) within ANSIs 8 Route section (2.3 km) within Black Creek ESA (3 section), Courtice Wetlands ESA (4 section), and Holt Road Woods ESA (1 section) Route section (2.5 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 7 route section (2.5 km) within ANSIs 8 route section (2.3 km) within Black Creek ESA (3 section), Courtice Wetlands ESA (4 section), and Holt Road Woods ESA (1 section) Route section (2.5 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 6 route section (2.0 km) within ANSIs 8 route section (2.4 km) within Courtice Wetlands ESA (4 section), Holt Road Woods ESA (3 section), and unnamed CLOCA ESA (1 section) Route section (2.1 km) within WLs No route section within identified terrestrial SARs areas | <ul style="list-style-type: none"> 5 route section (1.6 km) within Bowmanville Creek ANSIs Crosses Bowmanville Creek ANSIs 3 route section (1.9 km) within Bowmanville Creek ESA - East Branches (2 section) and Bowmanville Creek ESA to Hampton (1 section) Route section (3.8 km) within WLs No route section within identified terrestrial SARs areas |
| | Minimize Direct Loss of Provincially Significant Wetlands (PSWs) | <ul style="list-style-type: none"> Route section (1.6 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (6 crossings) and Maple Grove Wetland Complex (3 crossings) | <ul style="list-style-type: none"> Route section (1.7 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (6 crossings) and Maple Grove Wetland Complex (3 crossings) | <ul style="list-style-type: none"> Route section (1.4 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (4 crossings) and Maple Grove Wetland Complex (3 crossings) | <ul style="list-style-type: none"> Route section (0.9 km) within PSWs, including Harmony-Farewell Iroquois Beach Wetland Complex (2 crossings) and Maple Grove Wetland Complex (3 crossings) |
| | Minimize Direct Effects on Agricultural and Natural Resources | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Relatively Route section within agricultural lands | <ul style="list-style-type: none"> Route section within potential primary aggregate resource areas Route section within agricultural lands |
| | Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route section within identified aquatic Species At Risk (SARs) areas | <ul style="list-style-type: none"> 7 crossings of tributaries to Black Creek (Coldwater) 2 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 6 crossings of tributaries to Black Creek (Coldwater) 2 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 4 crossings of tributaries to Black Creek (Coldwater) 2 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> 3 crossings of tributaries to Bowmanville Creek (Coldwater) 2 crossings of tributaries to Darlington Creek (Warmwater) No route section within identified aquatic SARs areas |
| | Minimize Effects on Existing and Planned development areas | <ul style="list-style-type: none"> No route section within existing or planned development areas but adjacent to Solina and Maple Grove hamlets | <ul style="list-style-type: none"> No route section within existing or planned development areas but adjacent to Maple Grove hamlet | <ul style="list-style-type: none"> No route section within existing or planned development areas but adjacent to Hampton and Maple Grove hamlets | <ul style="list-style-type: none"> No route section within existing or planned development areas but adjacent to Maple Grove hamlet |
| | Maximize Network Efficiency | <ul style="list-style-type: none"> Relatively short and direct route alternative May impact existing Holt Rd./401 interchange Requires realignment of Holt road through Maple Grove Interchanges may be affected by close proximity to hydro corridor | <ul style="list-style-type: none"> Relatively short and direct route alternative May impact existing Holt Rd./401 interchange Requires realignment of Holt road through Maple Grove Interchanges may be affected by close proximity to hydro corridor | <ul style="list-style-type: none"> Relatively long and indirect route resulting in significant out-of-way travel May impact existing Holt Rd./401 interchange Requires realignment of Holt road through Maple Grove Interchanges in the south may be affected by close proximity to hydro corridor | <ul style="list-style-type: none"> Relatively long and indirect route, resulting in significant out-of-way travel Requires realignment of Holt road through Maple Grove May impact existing Holt Rd./401 interchange Interchanges in the south may be affected by close proximity to hydro corridor |
| Screening Results | Recommendation | CARRY FORWARD | CARRY FORWARD | DO NOT CARRY FORWARD | DO NOT CARRY FORWARD |
| | Rationale | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> No route section within existing or planned development areas Relatively short and direct route No route section within Oak Ridges Moraine No route section within identified terrestrial SARs areas No route section within identified aquatic SARs areas | <ul style="list-style-type: none"> Reduced network efficiency from significant out-of-way travel Route section within Greenbelt Route section within ANSIs Route section within Courtice Wetlands ESA, Holt Road Woods ESA, and unnamed CLOCA ESA Route section within WLs Route section within Harmony-Farewell Iroquois Beach Wetland Complex and Maple Grove Wetland Complex PSWs | <ul style="list-style-type: none"> Reduced network efficiency from significant out-of-way travel Route section within Greenbelt Route section within ANSIs Route section within Bowmanville Creek ESA - East Branches and Bowmanville Creek ESA to Hampton Route section within WLs Route section within Harmony-Farewell Iroquois Beach Wetland Complex and Maple Grove Wetland Complex PSWs |
| Last Updated: Feb 20, 2007 | | | | | |

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).

2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).

3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).

4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline, Central Mainline, East Mainline, West Link and East Link).