



**407 East EA**  
**East Mainline Section**  
**Screening of Long List of Route Alternatives**

<b>REVISED DRAFT</b>		Short Segment Pre-Screening	
		Group 1	
<b>Route Descriptions</b>	Route Description	<b>M30-M36-M43</b>	<b>M30-M35-M43</b>
	Route Length (km)	<b>9.3 km</b>	<b>9.0 km</b>
	Key Map		
<b>Screening Criteria</b>	Minimize Route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> <li>Route section (6.8 km) within Oak Ridges Moraine</li> <li>Route section (9.3 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (6.4 km) within Oak Ridges Moraine</li> <li>Route section (9.0 km) within Greenbelt</li> </ul>
	Minimize Direct Loss of Areas of Natural 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"> <li>No route section within ANSIs</li> <li>Route section (1.0 km) within Soper Creek ESAs</li> <li>Route section (2.8 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (1.0 km) within Soper Creek ESAs</li> <li>Route section (1.8 km) within WLs</li> <li>1 route section within identified terrestrial SARs areas at Mosport Road</li> </ul>
	Minimize Direct Loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> <li>No route section within PSWs</li> </ul>	<ul style="list-style-type: none"> <li>No route section within PSWs</li> </ul>
	Minimize Direct Effects on Agricultural and Natural Resources	<ul style="list-style-type: none"> <li>Route section within agricultural lands</li> <li>Route section within potential primary and secondary aggregate resource areas in the east</li> </ul>	<ul style="list-style-type: none"> <li>Route section within agricultural lands</li> <li>Route section within potential primary and secondary aggregate resource areas in the east</li> <li>Route section within aggregate pit (Mosport)</li> </ul>
	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"> <li>11 stream crossings (Coldwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>10 stream crossings (Coldwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>
	Minimize Effects on Existing and Planned development area	<ul style="list-style-type: none"> <li>No route section within existing or planned development area but adjacent to Leskard hamlet</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> </ul>
	Maximize Network Efficiency	<ul style="list-style-type: none"> <li>Direct route</li> </ul>	<ul style="list-style-type: none"> <li>Direct route</li> </ul>
	Recommendation	<b>CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>
Rationale	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Direct route</li> <li>No route section within ANSIs</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within PSWs</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>Route section within ORM</li> <li>Route section Greenbelt areas</li> <li>Route section within Soper Creek ESAs</li> <li>Route section within Woodlands</li> <li>Route section within Mosport aggregate pit</li> <li>Route section within identified terrestrial SARs areas at Mosport Road</li> </ul>	
Last Updated: Feb 20, 2007			

**Footnote:**

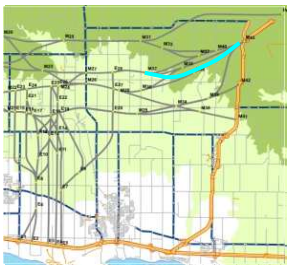
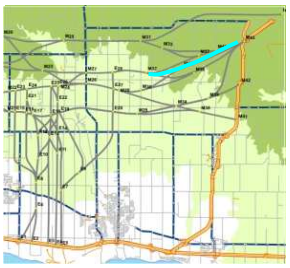
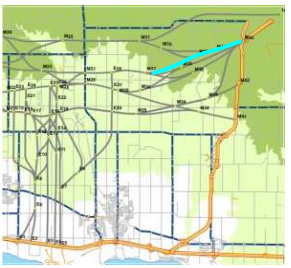
1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).

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 Mainline Section**  
**Screening of Long List of Route Alternatives**

<b>REVISED DRAFT</b>		Short Segment Pre-Screening		
		Group 2		
<b>Route Descriptions</b>	Route Description	<b>M32-M36-M43</b>	<b>M32-M35-M43</b>	<b>M32-M37-M40-M43</b>
	Route Length (km)	<b>8.7 km</b>	<b>8.2 km</b>	<b>8.2 km</b>
	Key Map			
<b>Screening Criteria</b>	<b>Minimize Route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)</b>	<ul style="list-style-type: none"> <li>Route section (6.6 km) within Oak Ridges Moraine</li> <li>Route section (8.7 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (6.5 km) within Oak Ridges Moraine</li> <li>Route section (8.2 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (7.2 km) within Oak Ridges Moraine</li> <li>Route section (8.2 km) within Greenbelt</li> </ul>
	<b>Minimize Direct Loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas</b>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (0.3 km) within Soper Creek ESAs</li> <li>Route section (1.8 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (0.4 km) within Soper Creek ESAs</li> <li>Route section (2.0 km) within WLs</li> <li>1 route section within identified terrestrial SARs areas at Mosport Road</li> </ul>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (0.5 km) within Soper Creek ESAs</li> <li>Route section (3.1 km) within WLs</li> <li>1 route section within identified terrestrial SARs areas at Mosport Road</li> </ul>
	<b>Minimize Direct Loss of Provincially Significant Wetlands (PSWs)</b>	<ul style="list-style-type: none"> <li>No route section within PSWs</li> </ul>	<ul style="list-style-type: none"> <li>No route section within PSWs</li> </ul>	<ul style="list-style-type: none"> <li>No route section within PSWs</li> </ul>
	<b>Minimize Direct Effects on Agricultural and Natural Resources</b>	<ul style="list-style-type: none"> <li>Route section within agricultural lands</li> <li>Route section within potential primary and secondary aggregate resource areas in the east</li> </ul>	<ul style="list-style-type: none"> <li>Route section within agricultural lands</li> <li>Route section within potential primary and secondary aggregate resource areas in the east</li> <li>Route section within aggregate pit (Mosport)</li> </ul>	<ul style="list-style-type: none"> <li>Route section within agricultural lands</li> <li>Route section within potential primary and secondary aggregate resource areas in the east</li> <li>Route section within aggregate pit (Mosport)</li> </ul>
	<b>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</b>	<ul style="list-style-type: none"> <li>13 stream crossings (Coldwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>9 stream crossings (Coldwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>11 stream crossings (Coldwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>
	<b>Minimize Effects on Existing and Planned development area</b>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> </ul>
	<b>Maximize Network Efficiency</b>	<ul style="list-style-type: none"> <li>Direct route</li> </ul>	<ul style="list-style-type: none"> <li>Direct route</li> </ul>	<ul style="list-style-type: none"> <li>Direct route</li> </ul>
<b>Screening Results</b>	Recommendation	<b>CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>
	Rationale	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>No route section within ANSIs</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within PSWs</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>Route section within ORM</li> <li>Route section within Greenbelt areas</li> <li>Route section within Soper Creek ESAs</li> <li>Route section within Woodlands</li> <li>Route section within Mosport aggregate pit</li> <li>Route section within identified terrestrial SARs areas at Mosport Road</li> </ul>	<ul style="list-style-type: none"> <li>Route section within ORM</li> <li>Route section within Greenbelt areas</li> <li>Route section within Soper Creek ESAs</li> <li>Route section within Woodlands</li> <li>Route section within Mosport aggregate pit</li> <li>Route section within identified terrestrial SARs areas at Mosport Road</li> </ul>
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 Mainline Section**  
**Screening of Long List of Route Alternatives**

REVISED DRAFT		Route Screening			
<b>Route Descriptions</b>	Route Description	<b>M21-M29-M38-M41</b>	<b>M21-M29-M34-M39-M42</b>	<b>M21-M29-M34-M39-M43</b>	<b>M22-M24-M26-M28-M34-M38-M41</b>
	Route Length (km)	17.3 km	17.9 km	21.0 km	17.5 km
	Key Map				
<b>Screening Criteria</b>	<b>Minimize Route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)</b>	<ul style="list-style-type: none"> <li>No route section within Oak Ridges Moraine</li> <li>Route section (17.4 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (1.9 km) within Oak Ridges Moraine</li> <li>Route section (17.9 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (4.6 km) within Oak Ridges Moraine</li> <li>Route section (21.0 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>No route section within Oak Ridges Moraine</li> <li>Route section (17.5 km) within Greenbelt</li> </ul>
	<b>Minimize Direct Loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas</b>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (2.4 km) within Farewell Creek, Black Creek, Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (3.3 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (2.4 km) within Farewell Creek, Black Creek, Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (2.9 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (2.4 km) within Farewell Creek, Black Creek, Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (3.9 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (1.8 km) within Black Creek, Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (2.9 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>
	<b>Minimize Direct Loss of Provincially Significant Wetlands (PSWs)</b>	<ul style="list-style-type: none"> <li>Route section adjacent to Solina Wetland Complex (PSW)</li> </ul>	<ul style="list-style-type: none"> <li>Route section (0.48 km) adjacent to Solina Wetland Complex (PSW)</li> </ul>	<ul style="list-style-type: none"> <li>Route section (0.48 km) adjacent to Solina Wetland Complex (PSW)</li> </ul>	<ul style="list-style-type: none"> <li>No route section within PSWs</li> </ul>
	<b>Minimize Direct Effects on Agricultural and Natural Resources</b>	<ul style="list-style-type: none"> <li>Route section within agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Route section within agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Route section within potential primary and secondary aggregate resource areas</li> </ul>	<ul style="list-style-type: none"> <li>Route section within agricultural lands</li> </ul>
	<b>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</b>	<ul style="list-style-type: none"> <li>24 stream crossings (21 Coldwater; 1 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>23 stream crossings (22 Coldwater; 1 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>23 stream crossings (22 Coldwater; 1 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>28 stream crossings (26 Coldwater; 2 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>
	<b>Minimize Effects on Existing and Planned development area</b>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area but adjacent to Solina and Hampton hamlets</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area but adjacent to Solina, Hampton and Leskard hamlets</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area but adjacent to Solina, Hampton and Leskard hamlets</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area but adjacent to Solina hamlet</li> </ul>
	<b>Maximize Network Efficiency</b>	<ul style="list-style-type: none"> <li>Requires shortest East Link</li> <li>Relatively direct route</li> </ul>	<ul style="list-style-type: none"> <li>Requires shortest East Link</li> </ul>	<ul style="list-style-type: none"> <li>Requires shortest East Link</li> </ul>	<ul style="list-style-type: none"> <li>Requires relatively short East Link</li> </ul>
<b>Screening Results</b>	Recommendation	<b>CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>CARRY FORWARD</b>
	Rationale	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Relatively direct route</li> <li>No route section within Oak Ridges Moraine</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Direct route</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Direct route</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Relatively short and direct route</li> <li>No route section within Oak Ridges Moraine</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within PSWs</li> <li>No route section within identified aquatic SARs areas</li> </ul>
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).

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**407 East EA**  
**East Mainline Section**  
**Screening of Long List of Route Alternatives**

REVISED DRAFT		Route Screening			
<b>Route Descriptions</b>	Route Description	<b>M22-M24-M26-M28-M34-M39-M42</b>	<b>M22-M24-M26-M28-M34-M39-M43</b>	<b>M22-M24-M26-M28-M30-M36-M43</b>	<b>M22-M24-M27-M32-M36-M43</b>
	Route Length (km)	17.9 km	21.1 km	19.3 km	19.4 km
	Key Map				
<b>Screening Criteria</b>	<b>Minimize Route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)</b>	<ul style="list-style-type: none"> <li>Route section (1.9 km) within Oak Ridges Moraine</li> <li>Route section (17.9 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (4.6 km) within Oak Ridges Moraine</li> <li>Route section (21.1 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (6.8 km) within Oak Ridges Moraine</li> <li>Route section (19.3 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (6.6 km) within Oak Ridges Moraine</li> <li>Route section (19.4 km) within Greenbelt</li> </ul>
	<b>Minimize Direct Loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas</b>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (1.9 km) within Black Creek, Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (2.9 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (1.8 km) within Black Creek, Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (3.9 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within ANSIs</li> <li>Route section (2.0 km) within Black Creek, Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (4.5 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>Route section (0.3 km) within Tyrone Valley ANSI</li> <li>Route section (1.5 km) within Black Creek, Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (4.0 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>
	<b>Minimize Direct Loss of Provincially Significant Wetlands (PSWs)</b>	No route section within PSWs	No route section within PSWs	No route section within PSWs	No route section within PSWs
	<b>Minimize Direct Effects on Agricultural and Natural Resources</b>	Route section within agricultural lands	Route section within potential primary and secondary aggregate resource areas Route section within agricultural lands	Route section within potential primary and secondary aggregate resource areas Route section within agricultural lands	Route section within potential primary and secondary aggregate resource areas Route section within agricultural lands
	<b>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</b>	<ul style="list-style-type: none"> <li>26 stream crossings (Coldwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>26 stream crossings (Coldwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>26 stream crossings (24 Coldwater; 2 Coolwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>32 stream crossings (31 Coldwater; 1 Coolwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>
	<b>Minimize Effects on Existing and Planned development area</b>	No route section within existing or planned development area but adjacent to Solina and Leskard hamlets	No route section within existing or planned development area but adjacent to Solina and Leskard hamlets	No route section within existing or planned development area but adjacent to Solina and Tyrone hamlets	No route section within existing or planned development area but adjacent to Solina and Tyrone hamlets
	<b>Maximize Network Efficiency</b>	Requires relatively short East Link	Requires relatively short East Link Relatively long and indirect route	Requires relatively short East Link	Requires relatively short East Link
<b>Screening Results</b>	Recommendation	<b>CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>CARRY FORWARD</b>
	Rationale	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Relatively short and direct route</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within PSWs</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Relatively long and indirect route</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within PSWs</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Relatively short and direct route</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within PSWs</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>No route section within existing or planned development area</li> <li>Relatively short and direct route</li> <li>No route section within identified terrestrial SARs areas</li> <li>No route section within PSWs</li> <li>No route section within identified aquatic SARs areas</li> </ul>
Last Updated: Feb 20, 2007					

**Footnote:**


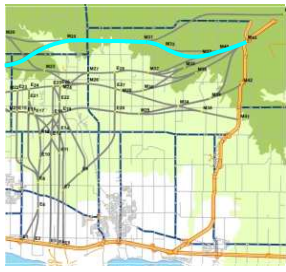

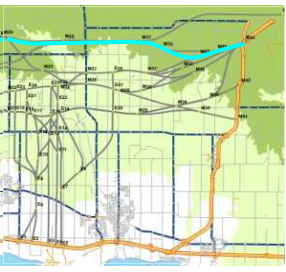
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2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).

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 Mainline Section**  
**Screening of Long List of Route Alternatives**

REVISED DRAFT		Route Screening			
<b>Route Descriptions</b>	Route Description	<b>M19-M25-M31-M33-M40-M43</b>	<b>M19-M25-M31-M33-M37-M40-M43</b>	<b>M20-M25-M31-M33-M40-M43</b>	<b>M20-M25-M31-M33-M37-M40-M43</b>
	Route Length (km)	20.7 km	20.9 km	18.8 km	19.0 km
	Key Map				
<b>Screening Criteria</b>	<b>Minimize Route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)</b>	<ul style="list-style-type: none"> <li>Route section (18.4 km) within Oak Ridges Moraine</li> <li>Route section (20.7 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (18.6 km) within Oak Ridges Moraine</li> <li>Route section (20.9 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (16.1 km) within Oak Ridges Moraine</li> <li>Route section (18.8 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (16.3 km) within Oak Ridges Moraine</li> <li>Route section (19.0 km) within Greenbelt</li> </ul>
	<b>Minimize Direct Loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route section within identified terrestrial Species At Risk (SARs) areas</b>	<ul style="list-style-type: none"> <li>Route section (1.1 km) within 2 ANSIs - Long Sault Forest (two crossings) and Tyrone Valley</li> <li>Route section (1.9 km) within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (5.3 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>Route section (1.1 km) within 2 ANSIs - Long Sault Forest (two crossings) and Tyrone Valley</li> <li>Route section (1.9 km) within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (5.1 km) within WLs</li> <li>1 route section within identified terrestrial SARs areas at Mosport Road</li> </ul>	<ul style="list-style-type: none"> <li>Route section (1.3 km) within 2 ANSIs - Long Sault Forest (two crossings) and Tyrone Valley</li> <li>Route section (2.8 km) within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (6.1 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>Route section (1.3 km) within 2 ANSIs - Long Sault Forest (two crossings) and Tyrone Valley</li> <li>Route section (2.8 km) within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (5.9 km) within WLs</li> <li>1 route section within identified terrestrial SARs areas at Mosport Road</li> </ul>
	<b>Minimize Direct Loss of Provincially Significant Wetlands (PSWs)</b>	No route section within PSWs	No route section within PSWs	Route section (0.04 km) within PSWs	Route section (0.04 km) within PSWs
	<b>Minimize Direct Effects on Agricultural and Natural Resources</b>	<ul style="list-style-type: none"> <li>Route section within potential primary and secondary aggregate resource areas</li> <li>Route section within agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Route section within potential primary and secondary aggregate resource areas</li> <li>Route section within agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Route section within potential primary and secondary aggregate resource areas</li> <li>Route section within agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Route section within potential primary and secondary aggregate resource areas</li> <li>Route section within agricultural lands</li> </ul>
	<b>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</b>	<ul style="list-style-type: none"> <li>36 stream crossings (31 Coldwater; 5 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>34 stream crossings (30 Coldwater; 4 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>36 stream crossings (34 Coldwater; 2 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>34 stream crossings (33 Coldwater; 1 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>
	<b>Minimize Effects on Existing and Planned development area</b>	No route section within existing or planned development area but adjacent to Enniskillen and Haydon hamlets	No route section within existing or planned development area but adjacent to Enniskillen and Haydon hamlets	No route section within existing or planned development area but adjacent to Enniskillen and Haydon hamlets Mainline crosses major hydro corridor in the west at high skew angle	No route section within existing or planned development area but adjacent to Enniskillen and Haydon hamlets Mainline crosses major hydro corridor in the west at high skew angle
	<b>Maximize Network Efficiency</b>	<ul style="list-style-type: none"> <li>Requires long East Link, with significant out of way travel</li> <li>Less potential to support/attract transit ridership</li> </ul>	<ul style="list-style-type: none"> <li>Requires long East Link, with significant out of way travel</li> <li>Less potential to support/attract transit ridership</li> </ul>	<ul style="list-style-type: none"> <li>Requires long East Link, with significant out of way travel</li> <li>Less potential to support/attract transit ridership</li> </ul>	<ul style="list-style-type: none"> <li>Requires long East Link, with significant out of way travel</li> <li>Less potential to support/attract transit ridership</li> </ul>
<b>Screening Results</b>	Recommendation	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>
	Rationale	<ul style="list-style-type: none"> <li>Reduced network efficiency due to greater distance to built up areas</li> <li>Increased out of way travel and less support for transit</li> <li>Route section within Oak Ridges Moraine</li> <li>Route section within Long Sault Forest and Tyrone Valley ANSIs</li> <li>Route section within Greenbelt area</li> <li>Route section within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section within Woodlands</li> </ul>	<ul style="list-style-type: none"> <li>Reduced network efficiency due to greater distance to built up areas</li> <li>Increased out of way travel and less support for transit</li> <li>Route section within Oak Ridges Moraine</li> <li>Route section within Long Sault Forest and Tyrone Valley ANSIs</li> <li>Route section within Greenbelt area</li> <li>Route section within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section within Woodlands</li> <li>Route section within identified terrestrial SARs areas at Mosport Road</li> </ul>	<ul style="list-style-type: none"> <li>Reduced network efficiency due to greater distance to built up areas</li> <li>Increased out of way travel and less support for transit</li> <li>Route section within PSWs</li> <li>Mainline crosses major hydro corridor in the west at high skew angle</li> <li>Route section within Oak Ridges Moraine</li> <li>Route section within Long Sault Forest and Tyrone Valley ANSIs</li> <li>Route section within Greenbelt area</li> <li>Route section within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section within Woodlands</li> </ul>	<ul style="list-style-type: none"> <li>Reduced network efficiency due to greater distance to built up areas</li> <li>Increased out of way travel and less support for transit</li> <li>Route section within PSWs</li> <li>Mainline crosses major hydro corridor in the west at high skew angle</li> <li>Route section within Oak Ridges Moraine</li> <li>Route section within Long Sault Forest and Tyrone Valley ANSIs</li> <li>Route section within identified terrestrial SARs areas at Mosport Road</li> <li>Route section within Greenbelt area</li> <li>Route section within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section within Woodlands</li> </ul>
Last Updated: Feb 20, 2007					

**Footnote:**



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**407 East EA**  
**East Mainline Section**  
**Screening of Long List of Route Alternatives**

<b>REVISED DRAFT</b>		Route Screening	
<b>Route Descriptions</b>	Route Description	<b>M19-M25-M31-M44</b>	<b>M20-M25-M31-M44</b>
	Route Length (km)	<b>23.4 km</b>	<b>21.5 km</b>
	Key Map		
<b>Screening Criteria</b>	Minimize Route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> <li>Route section (21.1 km) within within Oak Ridges Moraine</li> <li>Route section (23.4 km) within Greenbelt</li> </ul>	<ul style="list-style-type: none"> <li>Route section (18.8 km) within Oak Ridges Moraine</li> <li>Route section (21.5 km) within Greenbelt</li> </ul>
	Minimize Direct Loss of Areas of Natural 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"> <li>Route section (1.1 km) within 2 ANSIs - Long Sault Forest (two crossings) and Tyrone Valley</li> <li>Route section (1.3 km) within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (6.2 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>Route section (1.3 km) within 2 ANSIs - Long Sault Forest (two crossings) and Tyrone Valley</li> <li>Route section (2.3 km) Bowmanville Creek and Soper Creek ESAs</li> <li>Route section (7.0 km) within WLs</li> <li>No route section within identified terrestrial SARs areas</li> </ul>
	Minimize Direct Loss of Provincially Significant Wetlands (PSWs)	No route section within PSWs	Route section (0.04 km) within PSWs
	Minimize Direct Effects on Agricultural and Natural Resources	<ul style="list-style-type: none"> <li>Route section within potential primary and secondary aggregate resource areas</li> <li>Route section within agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Route section within potential primary and secondary aggregate resource areas</li> <li>Route section within agricultural lands</li> </ul>
	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"> <li>27 stream crossings (24 Coldwater; 3 Unassessed)</li> <li>No route section within identified aquatic SARs areas</li> </ul>	<ul style="list-style-type: none"> <li>27 stream crossings (Coldwater)</li> <li>No route section within identified aquatic SARs areas</li> </ul>
	Minimize Effects on Existing and Planned development area	No route section within existing or planned development area but adjacent to Enniskillen and Haydon hamlets	<ul style="list-style-type: none"> <li>No route section within existing or planned development area but adjacent to Enniskillen and Haydon hamlets</li> <li>Mainline crosses major hydro corridor in the west at high skew angle</li> </ul>
	Maximize Network Efficiency	<ul style="list-style-type: none"> <li>Requires long East Link, with significant out of way travel</li> <li>Less potential to support/attract transit ridership</li> </ul>	<ul style="list-style-type: none"> <li>Requires long East Link, with significant out of way travel</li> <li>Less potential to support/attract transit ridership</li> </ul>
<b>Screening Results</b>	Recommendation	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>
	Rationale	<ul style="list-style-type: none"> <li>Reduced network efficiency due to greater distance to built up areas</li> <li>Increased out of way travel and less support for transit</li> <li>Route section within Oak Ridges Moraine</li> <li>Route section within Long Sault Forest and Tyrone Valley ANSIs</li> <li>Route section within Greenbelt areas</li> <li>Route section within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section within Woodlands</li> </ul>	<ul style="list-style-type: none"> <li>Reduced network efficiency due to greater distance to built up areas</li> <li>Increased out of way travel and less support for transit</li> <li>Route section within PSWs</li> <li>Mainline crosses major hydro corridor in the west at high skew angle</li> <li>Route section within Oak Ridges Moraine</li> <li>Route section within Long Sault Forest and Tyrone Valley ANSIs</li> <li>Route section within Greenbelt areas</li> <li>Route section within Bowmanville Creek and Soper Creek ESAs</li> <li>Route section within Woodlands</li> </ul>
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