









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

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
Route Descriptions	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 sections within Oak Ridges Moraine No route sections within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine No route sections within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route sections (1.3 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route sections (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 sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> Route sections (0.3 km) within Tooley Creek ESA No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> No route sections within ESAs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> No route sections within ESAs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> No route sections within ESAs No route sections within identified terrestrial SARs areas
	Minimize Direct Loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> No route sections within PSWs 	<ul style="list-style-type: none"> No route sections within PSWs 	<ul style="list-style-type: none"> No route sections within PSWs 	<ul style="list-style-type: none"> No route sections within PSWs
	Minimize Direct Effects on Agricultural and Natural Resources	<ul style="list-style-type: none"> No route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> No route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> No route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> No route sections within potential primary aggregate resource areas Route sections within agricultural areas
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> 2 crossings of Tooley Creek (Coolwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> No stream crossings No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 1 crossing of Tooley Creek (Coolwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> No stream crossings No route sections within identified aquatic SARs areas
	Minimize Effects on Existing and Planned development areas	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas
	Maximize Network Efficiency	<ul style="list-style-type: none"> Marginally indirect route Displaces existing Courtyce 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/Courtyce Rd. interchange. Higher number of stream crossings Greater length of route section within ESAs 	<ul style="list-style-type: none"> No effects on Highway 401/Courtyce Rd. interchange Direct route No stream crossings 	<ul style="list-style-type: none"> Less direct route Higher number of stream and road crossings 	<ul style="list-style-type: none"> No effects on Highway 401/Courtyce Rd. interchange Direct route compared with E22-E25 No stream crossings Less road crossings
Last Updated: Nov. 27, 2006					

Footnote:

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- "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).
- 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

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
	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 sections within Oak Ridges Moraine Route section (8.9 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route section (8.4 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route section (8.4 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections 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 sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> 3 route sections (0.6 km) within ANSIs 7 route sections (2.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (3 sections), Farewell Creek ESA (1 section) and Courtice Woods ESA (2 sections) Route sections (3.2 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 3 route sections (1.0 km) within ANSIs 4 route sections (1.7 km) within Black Creek ESA (1 section) Courtice Wetlands ESA (2 sections) and Farewell Creek ESA (1 section) Route sections (2.8 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 5 route sections (2.1 km) within ANSIs 6 route sections (2.9 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 sections), Farewell Creek ESA (2 sections) and Solina Woods ESA (1 section) Route sections (4.3 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 4 route sections (1.8 km) within ANSIs 6 route sections (2.9 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 sections), Farewell Creek ESA (2 sections) and Upper Black Creek ESA (1 section) Route sections (3.9 km) within WLs No route sections within identified terrestrial SARs areas
	Minimize Direct Loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> Route sections (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 sections (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 sections (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 sections (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 sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> No route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> No route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> No route sections within potential primary aggregate resource areas Route sections within agricultural areas
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> 5 crossings of Black and Farewell Creeks (Coldwater) 2 crossings of Tooley Creek (Unassessed) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 6 crossings of Black and Farewell Creeks (Coldwater) 2 crossings of Tooley Creek (Unassessed) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 5 crossings of Black and Farewell Creeks (Coldwater) 2 crossings of Tooley Creek (Unassessed) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 5 crossings of Black and Farewell Creeks (Coldwater) 2 crossings of Tooley Creeks (Unassessed) No route sections within identified aquatic SARs areas
	Minimize Effects on Existing and Planned development areas	<ul style="list-style-type: none"> Route sections 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 sections within existing or planned development areas but adjacent to Courtice urban areas in southeast and northeast 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections 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 sections within existing and planned development areas including Courtice urban areas and Mitchells Corners Reduced network efficiency from significant out-of-way travel 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route
Last Updated: Nov. 27, 2006					

Footnote:





- "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).
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- 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

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 sections within Oak Ridges Moraine Route section (8.7 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine 1 route section (8.9 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Majority of route (9.1 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections 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 sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> 3 route sections (0.9 km) within ANSIs 7 route sections (1.7 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (3 sections), Farewell Creek ESA (2 sections) and Upper Black Creek ESA (1 section) Route sections (2.5 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 3 route sections (0.9 km) within ANSIs 5 route sections (1.7 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 sections), Farewell Creek ESA (1 section) and Upper Black Creek ESA (1 section) Route sections (2.5 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 3 route sections (1.0 km) within ANSIs 4 route sections (1.7 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route sections (2.9 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 3 route sections (1.0 km) within ANSIs 4 route sections (1.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route sections (1.8 km) within WLs No route sections within identified terrestrial SARs areas
	Minimize Direct Loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> Route sections (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 sections (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 sections (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 sections (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 sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> No route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route sections within prime agricultural area 	<ul style="list-style-type: none"> No route section within potential primary aggregate resource areas Route sections within prime agricultural area
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> 5 crossings of Black and Farewell Creeks (Coldwater) 2 crossings of Tooley Creek (Unassessed) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 4 crossings of Black and Farewell Creeks (Coldwater) 2 crossings of Tooley Creek (Unassessed) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 7 crossings of Black and Farewell Creeks (Coldwater) 2 crossing of Tooley Creek (Unassessed) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 5 crossings of Black and Farewell Creeks (Coldwater) 2 crossing of Tooley Creek (Unassessed) No route sections within identified aquatic SARs areas
	Minimize Effects on Existing and Planned development areas	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections 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 sections within existing or planned development areas Relatively short and direct route 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route
Last Updated: Nov. 27, 2006					



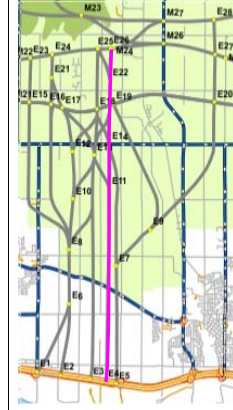
Footnote:
1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
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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).

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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 sections within Oak Ridges Moraine Majority of route (8.9 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route section (9.0 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route section (8.7 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections 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 sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> 3 route sections (1.0 km) within ANSIs 4 route sections (1.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 section) and Farewell Creek ESA (1 section) Route sections (1.8 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 4 route sections (2.3 km) within ANSIs 6 route sections (1.7 km) within Black Creek (1 section), Courtice Wetlands (2 sections), Farewell Creek ESA, Solina Woods ESA, and Upper Black Creek ESA (1 section each) Route sections (2.6 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 3 route sections (1.9 km) within ANSIs 4 route sections (1.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 sections) and Farewell Creek ESA (1 section) Route sections (1.5 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 3 route sections (1.9 km) within ANSIs 4 route sections (1.2 km) within Black Creek ESA (1 section), Courtice Wetlands ESA (2 sections) and Farewell Creek ESA (1 section) Route sections (1.5 km) within WLs No route sections within identified terrestrial SARs areas
	Minimize Direct Loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> Route sections (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 sections (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 sections (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 sections (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 sections within potential primary aggregate resource areas Route sections within prime agricultural area 	<ul style="list-style-type: none"> Route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> Route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> Route sections within potential primary aggregate resource areas Route sections within agricultural areas
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> 5 crossings of Black and Farewell Creeks (Coldwater) 2 crossing of Tooley Creek (Unassessed) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 6 crossings of Black and Farewell Creeks (Coldwater) 3 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 4 crossings of Black Creek (Coldwater) 3 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 3 crossings of Black Creek (Coldwater) 3 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas
	Minimize Effects on Existing and Planned development areas	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas but adjacent to Solina hamlet 	<ul style="list-style-type: none"> No route sections 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 sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route
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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 sections within Oak Ridges Moraine Route section (9.4 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route section (9.1 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections 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 sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> 6 route sections (2.8 km) within ANSIs 9 route sections (2.6 km) within Black Creek ESA (2 sections), Courtice Wetlands ESA (3 sections), Holt Road Woods ESA (2 sections), Solina Woods ESA (1 section), and Upper Black Creek ESA (1 section) Route sections (3.8 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 5 route sections (2.3 km) within ANSIs 2 route sections (2.0 km) within Black Creek ESA (2 sections), Courtice Wetlands ESA (2 sections), and Holt Road Woods ESA (2 sections) Route sections (2.6 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 5 route sections (2.3 km) within ANSIs 2 route sections (2.0 km) within Black Creek ESA (2 sections), Courtice Wetlands ESA (2 sections), and Holt Road Woods ESA (2 sections) Route sections (2.6 km) within WLs No route sections within identified terrestrial SARs areas
	Minimize Direct Loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> Route sections (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 sections (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 sections (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 sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> Route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> Route sections within potential primary aggregate resource areas Route sections within agricultural areas
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> 9 crossings of Black and Farewell Creeks (Coldwater) 2 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 6 crossings of Black Creek (Coldwater) 2 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 5 crossings of Black Creek (Coldwater) 2 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas
	Minimize Effects on Existing and Planned development areas	<ul style="list-style-type: none"> No route sections within existing or planned development areas 	<ul style="list-style-type: none"> No route sections within existing or planned development areas but adjacent to Solina hamlet 	<ul style="list-style-type: none"> No route sections 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 Greater length of route sections within PSWs 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route
Last Updated: Nov. 27, 2006				

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

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 sections within Oak Ridges Moraine Route section (9.3 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route section (9.2 km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route section (km) within Greenbelt 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine Route section (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 sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> 7 route sections (2.5 km) within ANSIs 8 Route sections (2.3 km) within Black Creek ESA (3 sections), Courtice Wetlands ESA (4 sections), and Holt Road Woods ESA (1 section) Route sections (2.5 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 7 route sections (2.5 km) within ANSIs 8 route sections (2.3 km) within Black Creek ESA (3 sections), Courtice Wetlands ESA (4 sections), and Holt Road Woods ESA (1 section) Route sections (2.5 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 6 route sections (2.0 km) within ANSIs 8 route sections (2.4 km) within Courtice Wetlands ESA (4 sections), Holt Road Woods ESA (3 sections), and unnamed CLOCA ESA (1 section) Route sections (2.1 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> 5 route sections (1.6 km) within ANSIs Crosses Bowmanville Creek ANSI 3 route sections (1.9 km) within Bowmanville Creek ESA - East Branches (2 sections) and Bowmanville Creek ESA to Hampton (1 section) Route sections (3.8 km) within WLs No route sections within identified terrestrial SARs areas
	Minimize Direct Loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> Route sections (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 sections (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 sections (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 sections (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 sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> Route sections within potential primary aggregate resource areas Route sections within agricultural areas 	<ul style="list-style-type: none"> Route sections within potential primary aggregate resource areas Relatively Route sections within agricultural areas 	<ul style="list-style-type: none"> Route sections within potential primary aggregate resource areas Route sections within agricultural areas
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> 7 crossings of Black Creek (Coldwater) 2 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 6 crossings of Black Creek (Coldwater) 2 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 4 crossings of Black Creek (Coldwater) 2 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> 3 crossings of Bowmanville Creek (Coldwater) 2 crossings of Darlington Creek (Warmwater) No route sections within identified aquatic SARs areas
	Minimize Effects on Existing and Planned development areas	<ul style="list-style-type: none"> No route sections within existing or planned development areas but adjacent to Solina and Maple Grove hamlets 	<ul style="list-style-type: none"> No route sections within existing or planned development areas but adjacent to Maple Grove hamlet 	<ul style="list-style-type: none"> No route sections within existing or planned development areas but adjacent to Hampton and Maple Grove hamlets 	<ul style="list-style-type: none"> No route sections 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 sections within existing or planned development areas Relatively short and direct route 	<ul style="list-style-type: none"> No route sections within existing or planned development areas Relatively short and direct route 	<ul style="list-style-type: none"> Reduced network efficiency from significant out-of-way travel 	<ul style="list-style-type: none"> Reduced network efficiency from significant out-of-way travel
Last Updated: Nov. 27, 2006					

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- 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).