

**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented in Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
KEY MAP							

1. NATURAL ENVIRONMENT FACTORS

1.1 Fisheries and Aquatic Ecosystems	1.1.1 Fish Habitat	Potential to affect fish species and their habitat	Low potential to affect fish species and their habitat <ul style="list-style-type: none"> Utilizes existing crossing locations Potential to impact permanent warmwater and coolwater fish habitat of the Thames River and Grand River Watersheds, respectively. Corridor intersects 1 permanent warmwater tributary of the Avon River, 1 tributary of the North Woodstock River and 1 permanent coolwater tributaries of Horner Creek. It also crosses 3 with unassigned thermal regimes. 	Medium potential to affect fish species and their habitat <ul style="list-style-type: none"> Primarily utilizes existing crossing locations Potential to impact permanent warmwater and coolwater fish habitat of the Thames River and Grand River Watersheds, respectively. Corridor intersects 1 permanent warmwater tributary of the Avon River, 1 tributary of the North Woodstock River and 1 permanent coolwater tributaries of Horner Creek. It also crosses 4 watercourses with unassigned thermal regimes. 	Medium potential to affect fish species and their habitat <ul style="list-style-type: none"> Combination of existing and new crossing locations Potential to impact permanent warmwater and coolwater fish habitat of the Thames River and Grand River Watersheds, respectively. Corridor intersects 1 permanent warmwater tributary of the Avon River, 1 tributary of the North Woodstock River and 1 permanent coolwater tributaries of Horner Creek. It also crosses 4 with unassigned thermal regimes. 	High potential to affect fish species and their habitat <ul style="list-style-type: none"> Combination of existing and new crossing locations Potential to impact permanent warmwater and coolwater fish habitat of the Thames River and Grand River Watersheds, respectively. Corridor intersects 1 permanent warmwater tributary of the Avon River, 1 tributary of the North Woodstock River and 3 permanent coolwater tributaries of Horner Creek. It also crosses 3 with unassigned thermal regimes. 	High potential to affect fish species and their habitat <ul style="list-style-type: none"> All new crossing locations Potential to impact permanent warmwater and coolwater fish habitat of the Thames River and Grand River Watersheds, respectively. Corridor intersects 1 permanent warmwater tributary of the Avon River, 1 tributary of the North Woodstock River and 3 permanent coldwater tributaries of Horner Creek. It also crosses 2 with unassigned thermal regimes.
	AND 1.1.2 Fish Community						
1.2 Terrestrial Ecosystems	1.2.1 Wildlife	Potential to affect wildlife species at risk (special concern, endangered or threatened wildlife species), and provincially rare (S1 – S3) species and their habitat	Low potential to affect wildlife and their habitat <ul style="list-style-type: none"> No special concern, endangered or threatened wildlife species No provincially rare species (S1 – S3) 	Low potential to affect wildlife and their habitat <ul style="list-style-type: none"> No special concern, endangered or threatened wildlife species No provincially rare species (S1 – S3) 	Low potential to affect wildlife and their habitat <ul style="list-style-type: none"> No special concern, endangered or threatened wildlife species No provincially rare species (S1 – S3) 	Low potential to affect wildlife and their habitat <ul style="list-style-type: none"> No special concern, endangered or threatened wildlife species No provincially rare species (S1 – S3) 	Low potential to affect wildlife and their habitat <ul style="list-style-type: none"> No special concern, endangered or threatened wildlife species No provincially rare species (S1 – S3)
	1.2.2 Wetlands	Potential to affect provincially (PSW) and locally (LSW) significant wetlands.	Low potential to affect PSW and LSW wetlands <ul style="list-style-type: none"> No PSW or LSW wetlands 	Low potential to affect PSW and LSW wetlands <ul style="list-style-type: none"> No PSW or LSW wetlands 	Low potential to affect PSW and LSW wetlands <ul style="list-style-type: none"> No PSW or LSW wetlands 	Low potential to affect PSW and LSW wetlands <ul style="list-style-type: none"> No PSW or LSW wetlands 	Low potential to affect PSW and LSW wetlands <ul style="list-style-type: none"> No PSW or LSW wetlands
	1.2.3 Forests	Potential to affect woodlands, especially larger core woodlands and interior habitat	Low potential to affect woodlands <ul style="list-style-type: none"> Corridor predominantly utilizes existing corridor. 	Low potential to affect woodlands <ul style="list-style-type: none"> Corridor predominantly utilizes existing corridor. One small woodland south side of Highway 7&8 east of Perth Road 106 potentially affected 	High potential to affect woodlands <ul style="list-style-type: none"> 11 woodlands potentially affected 4 large woodlands with identified core areas/ interior habitat 	High potential to affect woodlands <ul style="list-style-type: none"> 11 woodlands potentially affected 2 large woodlands with identified core areas/ interior habitat 	High potential to affect woodlands <ul style="list-style-type: none"> 16 woodlands potentially affected 5 large woodlands with identified core areas/ interior habitat
	1.2.4 Vegetation	Potential to affect populations of rare vegetation, including species at risk, provincially rare species and provincially rare vegetation communities	Low potential to affect populations of rare vegetation. <ul style="list-style-type: none"> 1 documented rare plant species from MNR records (Showy Goldenrod, Rank S1) west of Perth Road 109 is south of corridor 	Low potential to affect populations of rare vegetation <ul style="list-style-type: none"> 1 documented rare plant species from MNR records (Showy Goldenrod, Rank S1) west of Perth Road 109 is south of corridor 	Low potential to affect populations of rare vegetation <ul style="list-style-type: none"> 1 documented rare plant species from MNR records (Showy Goldenrod, Rank S1) west of Perth Road 109 is south of corridor 	Low potential to affect populations of rare vegetation <ul style="list-style-type: none"> No rare or SAR identified within the corridor 	Low potential to affect populations of rare vegetation <ul style="list-style-type: none"> No rare or SAR identified within the corridor, although new corridor would result in much higher removal of vegetation.
	1.2.5 Designated/Special Areas	Potential to affect designated/special areas	Low potential to affect designated/special areas <ul style="list-style-type: none"> Does not cross any ESA or ANSI 	Low potential to affect designated/special areas <ul style="list-style-type: none"> Does not cross any ESA or ANSI 	Low potential to affect designated/special areas <ul style="list-style-type: none"> Does not cross any ESA or ANSI 	Low potential to affect designated/special areas <ul style="list-style-type: none"> Does not cross any ESA or ANSI 	Low potential to affect designated/special areas <ul style="list-style-type: none"> Does not cross any ESA or ANSI

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
1.3 Groundwater	1.3.1 Areas of Groundwater Recharge and Discharge	Potential to affect volume of groundwater at recharge and discharge areas (depends on presence of low permeability, i.e. till or fine grained glaciolacustrine sediments, or high permeability, i.e. sand, gravels, fractured bedrock, soils at surface)	Low potential to affect volume of groundwater at recharge and discharge areas <ul style="list-style-type: none"> Surface runoff is interpreted to exceed infiltration No temporary or long-term change to groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor. 	Low potential to affect volume of groundwater at recharge and discharge areas <ul style="list-style-type: none"> Surface runoff is interpreted to exceed infiltration No temporary or long-term change to groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor. 	Low potential to affect volume of groundwater at recharge and discharge areas <ul style="list-style-type: none"> Surface runoff is interpreted to exceed infiltration No temporary or long-term change to groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor. 	Low potential to affect volume of groundwater at recharge and discharge areas <ul style="list-style-type: none"> No long-term change to groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor Potential for temporary reduction in groundwater discharge to stream anticipated during road construction 	Low potential to affect volume of groundwater at recharge and discharge areas <ul style="list-style-type: none"> No long-term change to groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor Potential for temporary reduction in groundwater discharge to streams anticipated during road construction
		Potential to affect quality of groundwater at recharge and discharge areas (depends on attenuation capacity of soils, and, rate of groundwater infiltration and/or discharge)	Low potential to affect groundwater quality at recharge and discharge areas. <ul style="list-style-type: none"> Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor. 	Low potential to affect groundwater quality at recharge and discharge areas. <ul style="list-style-type: none"> Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor. 	Low potential to affect groundwater quality at recharge and discharge areas. <ul style="list-style-type: none"> Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor. 	Low potential to affect groundwater quality at recharge and discharge areas. <ul style="list-style-type: none"> Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor. 	Low potential to affect volume of groundwater quality at recharge and discharge areas. <ul style="list-style-type: none"> Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.
	1.3.2 Groundwater Source and Wellhead Protection Areas (WHPAs)	Potential to affect groundwater wellhead protection areas (i.e., is route upgradient of or within a delineated wellhead protection area)	Low potential to affect groundwater wellhead protection area. <ul style="list-style-type: none"> Corridor is upgradient of a delineated wellhead protection area. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits. 	Low potential to affect groundwater wellhead protection area. <ul style="list-style-type: none"> Corridor is upgradient of a delineated wellhead protection area. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits. 	Low potential to affect groundwater wellhead protection area. <ul style="list-style-type: none"> Corridor is upgradient of a delineated wellhead protection area. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits. 	Low potential to affect groundwater wellhead protection area. <ul style="list-style-type: none"> Corridor is upgradient of a delineated wellhead protection area. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits. 	Low potential to affect groundwater wellhead protection area. <ul style="list-style-type: none"> Corridor is upgradient of a delineated wellhead protection area. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits.
	1.3.3 Large Volume Wells	Potential to affect large volume wells	Low potential to affect large volume wells <ul style="list-style-type: none"> Corridor is upgradient of a municipal well. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits. 	Low potential to affect large volume wells <ul style="list-style-type: none"> Corridor is upgradient of a municipal well. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits. 	Low potential to affect large volume wells <ul style="list-style-type: none"> Corridor is upgradient of a municipal well. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits. 	Low potential to affect large volume wells <ul style="list-style-type: none"> Corridor is upgradient of a municipal well. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits. 	Low potential to affect large volume wells <ul style="list-style-type: none"> Corridor is upgradient of a municipal well. However, this municipal well is located within the bedrock, which is confined above by low permeability Silty Till and Glaciolacustrine deposits.
	1.3.4 Private Wells	To be considered in the detailed planning and preliminary design phases					
1.3.5 Groundwater-Sensitive Ecosystems	To be considered in the detailed planning and preliminary design phases						
1.4 Surface Water	1.4.1 Watershed / Sub-Watershed Drainage Features/Patterns	Potential to affect permanent watercourses	Low potential to affect permanent watercourses <ul style="list-style-type: none"> Widening or replacement of existing bridges over watercourses has low potential to impact watercourses (1 tributary of the Avon River, 1 tributary of the North Woodstock River, 1 tributary of Horner Creek, and 3 other watercourses). 	Medium potential to affect permanent watercourses <ul style="list-style-type: none"> Widening or replacement of existing bridges over watercourses has low potential to impact watercourses (1 tributary of the Avon River, 1 tributary of Horner Creek, and 4 other watercourses. Bypass of Shakespeare crosses Stan Erb drain, which is a tributary of the North Woodstock River 	Medium potential to affect permanent watercourses <ul style="list-style-type: none"> Potential to impact 1 tributary of the Avon River, 1 tributary of the North Woodstock River and 1 tributary of Horner Creek. It also crosses 4 other watercourses. 	Medium potential to affect permanent watercourses <ul style="list-style-type: none"> Potential to impact 1 tributary of the Avon River, 1 tributary of the North Woodstock River and 3 tributaries of Horner Creek. It also crosses 3 other watercourses. 	Medium potential to affect permanent watercourses <ul style="list-style-type: none"> Potential to impact 1 tributary of the Avon River, 1 tributary of the North Woodstock River and 3 tributaries of Horner Creek. It also crosses 2 other watercourses.
	1.4.2 Surface Water Quality and Quantity	To be considered in the detailed planning and preliminary design phases					

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SUMMARY OF NATURAL ENVIRONMENT			<p>Key natural environment conditions that differentiate Corridor 3A from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • Low potential to affect fish species and their habitat • Low potential to affect woodlands • Low potential to impact permanent watercourses 	<p>Key natural environment conditions that differentiate Corridor 3B from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • Medium potential to affect fish species and their habitat • Low potential to affect woodlands • Medium potential to impact permanent watercourses 	<p>Key natural environment conditions that differentiate Corridor 3C from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • Medium potential to affect fish species and their habitat • High potential to affect woodlands • Medium potential to impact permanent watercourses 	<p>Key natural environment conditions that differentiate Corridor 3D from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • High potential to affect fish species and their habitat • High potential to affect woodlands • Medium potential to impact permanent watercourses 	<p>Key natural environment conditions that differentiate Corridor 3E from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • High potential to affect fish species and their habitat • High potential to affect woodlands • Medium potential to impact permanent watercourses
			<p>Corridor 3A is completely based upon the existing highway. As a result:</p> <ul style="list-style-type: none"> • It has low potential impacts to the natural environment, primarily because of its relatively low "footprint" impact; • The potential impacts to fisheries and aquatic ecosystems and to watershed features tend to be of a nature that can be spanned/bridged; and • The potential impacts to forests and vegetation tend to be "edge effects" and therefore relatively low. <p>Therefore, from a natural environment perspective, Corridor 3A is preferred in Section 3.</p>				

2. LAND USE / SOCIO-ECONOMIC ENVIRONMENT FACTORS

2.1 Land Use Planning Policies, Goals, Objectives	2.1.1 First Nation Land Claims	Potential to affect areas for which there are First Nation outstanding land claims	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area
	2.1.2 Provincial/Federal land use planning policies/goals/objectives	<p>Potential to support federal/provincial land use policies/goals/objectives</p> <p>NOTES:</p> <p>PPS Policy 1.6.6.4 stipulates that when planning for corridors for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources.</p> <p>PPS Policy 2.3 requires prime agricultural areas be protected for long-term use. Prime agricultural areas include specialty crop areas and Classes 1, 2, and 3 soils in this order of priority.</p>	<p>High potential to support federal/provincial land use policies/goals/objectives.</p> <ul style="list-style-type: none"> • This corridor predominantly uses the existing corridor thereby minimizing impacts relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Section 3. 	<p>Medium potential to support federal/provincial land use policies/goals/objectives.</p> <ul style="list-style-type: none"> • This corridor primarily uses the existing corridor, except in the vicinity of Shakespeare, thereby minimizing impacts relative to PPS Policies 1.6.6.4 and 2.3. • The portion of the corridor that bypasses Shakespeare would cause some impacts relative to the above. • There are no location-specific federal or provincial land use policies for Section 3. 	<p>Medium potential to support federal/provincial land use policies/goals/objectives.</p> <ul style="list-style-type: none"> • This corridor has existing highway and new corridor components, and the latter would have impacts east of Perth Road 108 relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Section 3. 	<p>Medium potential to support federal/provincial land use policies/goals/objectives.</p> <ul style="list-style-type: none"> • This corridor has existing highway and new corridor components, and the latter would have impacts west of Perth Road 106 relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Section 3. 	<p>Low potential to support federal/provincial land use policies/goals/objectives.</p> <ul style="list-style-type: none"> • This is all new corridor which would have significant impacts relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Section 3.
	2.1.3 Municipal (regional and local) land use planning policies/goals/objectives (Official Plans)	Potential to support municipal Official Plans	<p>Medium potential to support municipal Official Plans.</p> <ul style="list-style-type: none"> • Corridor largely avoids agricultural designated lands in County of Perth O.P. Although the corridor directly services the Village of Shakespeare settlement area, it is not consistent with County of Perth 6.5.1 e) to preserve the natural setting and rural character of village/hamlet areas. 	<p>Medium potential to support municipal Official Plans.</p> <ul style="list-style-type: none"> • The corridor impacts agricultural designated lands in County of Perth O.P. Although the corridor does not directly service the Village of Shakespeare settlement area, it is consistent with County of Perth 6.5.1 e) to preserve the natural setting and rural character of village/hamlet areas. 	<p>Medium potential to support municipal Official Plans.</p> <ul style="list-style-type: none"> • The corridor impacts agricultural designated lands in County of Perth O.P. Although the corridor does not directly service the Village of Shakespeare settlement area, it is consistent with County of Perth 6.5.1 e) to preserve the natural setting and rural character of village/hamlet areas. 	<p>Medium potential to support municipal Official Plans.</p> <ul style="list-style-type: none"> • The corridor impacts agricultural designated lands in County of Perth O.P. Although it does not directly service the Village of Shakespeare settlement area, it is consistent with County of Perth 6.5.1 e) to preserve the natural setting and rural character of village/hamlet areas. 	<p>Medium potential to support municipal Official Plans.</p> <ul style="list-style-type: none"> • The corridor impacts agricultural designated lands in County of Perth O.P. Although it does not directly service the Village of Shakespeare settlement area, it is consistent with County of Perth 6.5.1 e) to preserve the natural setting and rural character of village/hamlet areas.
	2.1.4 Development Objectives of Private Property Owners	To be considered in the detailed planning and preliminary design phases					

LEGEND

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2.2 Land Use / Community	2.2.1 Indian Reserves	Potential to affect Indian Reserves	No Indian reserves within analysis area.	No Indian reserves within analysis area.	No Indian reserves within analysis area.	No Indian reserves within analysis area.	No Indian reserves within analysis area.
	2.2.2 First Nation Sacred Grounds	To be considered in the detailed planning and preliminary design phases					
	2.2.3 Urban and Rural Residential	Potential to affect urban and rural residential areas	High potential to affect urban areas and medium potential to affect rural residential areas <ul style="list-style-type: none"> The corridor passes through Shakespeare, and has the potential to impact residential development along Highway 7&8 outside of Shakespeare. 	Medium potential to affect urban areas and rural residential areas <ul style="list-style-type: none"> The corridor borders south Shakespeare which is currently zoned as rural settlement, and has the potential to impact residential development along Highway 7&8 outside of Shakespeare. 	Medium potential to affect urban and rural residential areas <ul style="list-style-type: none"> The corridor borders south Shakespeare which is currently zoned as rural settlement, and has the potential to impact residential development along Highway 7&8 west of Shakespeare. 	Medium potential to affect urban and rural residential areas <ul style="list-style-type: none"> The corridor borders south Shakespeare which is currently zoned as rural settlement, and has the potential to impact residential development along Highway 7&8 east of Shakespeare. 	Medium potential to affect urban and rural residential areas <ul style="list-style-type: none"> The corridor borders south Shakespeare which is currently zoned as rural settlement, and has the potential to impact residential development outside of Shakespeare.
	2.2.4 Commercial/Industrial	Potential to affect commercial and industrial areas (displacement of businesses, change in business exposure, change in out-of-way travel for local access, etc)	High potential to affect commercial and industrial areas. <ul style="list-style-type: none"> Some businesses in Shakespeare have the potential to be displaced as they are located in close proximity to the existing highway. No out-of-way travel for local access to corridor. 	High potential to affect commercial and industrial areas. <ul style="list-style-type: none"> Business exposure is reduced because through traffic bypasses Shakespeare. Some out-of-way travel for local access to corridor. 	High potential to affect commercial and industrial areas. <ul style="list-style-type: none"> Business exposure is reduced because through traffic bypasses Shakespeare. Some out-of-way travel for local access to corridor. 	High potential to affect commercial and industrial areas. <ul style="list-style-type: none"> Business exposure is reduced because through traffic bypasses Shakespeare. Some out-of-way travel for local access to corridor. 	High potential to affect commercial and industrial areas. <ul style="list-style-type: none"> Business exposure is reduced because through traffic bypasses Shakespeare. Some out-of-way travel for local access to corridor.
	2.2.5 Tourist Areas and Attractions (e.g. museums, theatres, etc.)	Potential to affect tourist areas and attractions	High potential to affect tourist areas and attractions. This corridor passes through Shakespeare, which has a collection of antique and gift shops that travellers visit on their way to the Stratford Festival travel. <ul style="list-style-type: none"> Some businesses in Shakespeare have the potential to be displaced as they are located in close proximity to the existing highway. 	High potential to affect tourist areas and attractions. This corridor is adjacent to Shakespeare, which has a collection of antique and gift shops that travellers visit on their way to the Stratford Festival travel. <ul style="list-style-type: none"> Business exposure is reduced because through traffic bypasses Shakespeare. Some out-of-way travel for local access to corridor. 	High potential to affect tourist areas and attractions. This corridor is adjacent to Shakespeare, which has a collection of antique and gift shops that travellers visit on their way to the Stratford Festival travel. <ul style="list-style-type: none"> Business exposure is reduced because through traffic bypasses Shakespeare. Some out-of-way travel for local access to corridor. 	High potential to affect tourist areas and attractions. This corridor is adjacent to Shakespeare, which has a collection of antique and gift shops that travellers visit on their way to the Stratford Festival travel. <ul style="list-style-type: none"> Business exposure is reduced because through traffic bypasses Shakespeare. Some out-of-way travel for local access to corridor. 	High potential to affect tourist areas and attractions. This corridor is adjacent to Shakespeare, which has a collection of antique and gift shops that travellers visit on their way to the Stratford Festival travel. <ul style="list-style-type: none"> Business exposure is reduced because through traffic bypasses Shakespeare. Some out-of-way travel for local access to corridor.
	2.2.6 Community Facilities / Institutions (e.g. hospitals, schools, places of worship, unique community features)	Potential to affect community facilities and institutions	Low potential to affect community facilities and institutions. <ul style="list-style-type: none"> Corridor passes through Shakespeare, which contains a local church (Shakespeare Presbyterian). 	Low potential to affect community facilities and institutions. <ul style="list-style-type: none"> Corridor is adjacent to the Shakespeare rural settlement area. 	Low potential to affect community facilities and institutions. <ul style="list-style-type: none"> Corridor is adjacent to the Shakespeare rural settlement area. 	Low potential to affect community facilities and institutions. <ul style="list-style-type: none"> Corridor is adjacent to the Shakespeare rural settlement area. 	Low potential to affect community facilities and institutions. <ul style="list-style-type: none"> Corridor is adjacent to the Shakespeare rural settlement area.
	2.2.7 Municipal Infrastructure and Public Service Facilities	To be considered in the detailed planning and preliminary design phases					
2.3 Noise Sensitive Areas (NSAs) (residential areas and sensitive institutional uses)	2.3.1 Highway Noise	Potential for increased traffic noise in NSAs	Medium potential to affect NSAs <ul style="list-style-type: none"> Utilizes existing corridor through Shakespeare; NSAs adjacent to existing highway ROW which would likely experience insignificant increases in traffic noise relative to future no-build conditions 	High potential to affect NSAs <ul style="list-style-type: none"> Corridor borders NSA in Shakespeare; currently buffered from existing highway corridor 	High potential to affect NSAs <ul style="list-style-type: none"> Corridor borders NSA in Shakespeare; currently buffered from existing highway corridor 	High potential to affect NSAs <ul style="list-style-type: none"> Corridor borders NSA in Shakespeare; currently buffered from existing highway corridor 	High potential to affect NSAs <ul style="list-style-type: none"> Corridor borders NSA in Shakespeare; currently buffered from existing highway corridor
	2.3.2 Construction Noise	Not considered until the preliminary design phase					

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented in Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
2.4 Agriculture	2.4.1 Agriculture - Canada Land Inventory (CLI) Class 1,2,3 Land	<p>Potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils</p> <p>NOTES:</p> <p>CLI Class 1 - no significant growth limitations CLI Class 2 - moderate growth limitations CLI Class 3 - moderately severe growth limitations</p>	<p>Low potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils.</p> <ul style="list-style-type: none"> Corridor predominantly utilizes existing corridor, and is both outside and inside of an urban setting. The portion of the corridor on Highway 7&8 between Perth Road 110 and Perth Road 108 is predominately within Perth Silt Loam soil, which is 100% CLI Class 1 soils (no significant growth limitations). There are also smaller areas of Brookston Silt Loam (100% CLI Class 2 soils) and Huron Silt Loam (60% of CLI Class 1 soils and 40% CLI Class 3 soils). The portion of the corridor that runs through Shakespeare between Perth Road 108 and Perth Road 106 is within Perth Silt Loam and Huron Clay Loam which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. The portion of the corridor on Highway 7&8 east of Perth Road 106 is predominately within Huron Clay Loam soil, with several areas of Bottom Land soil series which is 100% CLI Class 5 soils (heavy severe limitations). 	<p>Medium potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils.</p> <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components, and is both outside and inside of an urban setting. The portion of the corridor on Highway 7&8 between Perth Road 110 and Perth Road 108 is predominately within Perth Silt Loam soil, which is 100% CLI Class 1 soils (no significant growth limitations). There are also smaller areas of Brookston Silt Loam (100% CLI Class 2 soils) and Huron Silt Loam (60% of CLI Class 1 soils and 40% CLI Class 3 soils). The portion of the corridor that runs south east from Highway 7&8 at Perth Road 108 to Perth Road 107 south of Shakespeare is Perth Silt Loam and an area of Brookston Silt Loam, which is 100% CLI Class 2 soils. The portion of the corridor that runs northeast from Perth Road 107 to Highway 7&8 is predominately within Huron Clay Loam soil series, which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. There are also 2 areas of Bottom Land soil, which are CLI Class 5 soils (heavy severe limitations). The portion of the corridor on Highway 7&8 east of Shakespeare is predominately within Huron Clay Loam soil series. There are also several areas of Bottom Land soil series associated with watercourses. 	<p>High potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils.</p> <ul style="list-style-type: none"> Corridor is predominantly new corridor, and is outside of an urban setting. The portion of the corridor between Perth Road 110 and Perth Road 108 is predominately within Perth Silt Loam soil, which is 100% CLI Class 1 soils (no significant growth limitations). There are also a smaller area of Brookston Silt Loam (100% CLI Class 2 soils) and Huron Silt Loam (60% of CLI Class 1 soils and 40% CLI Class 3 soils). The portion of the corridor that runs south east from Highway 7&8 at Perth Road 108 to Perth Road 107 south of Shakespeare is Perth Silt Loam and an area of Brookston Silt Loam, which is 100% CLI Class 2 soils. The portion of the corridor that continues on new corridor east of Perth Road 107 is predominately within Huron Clay Loam, which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. There are also several areas of Bottom Land soil associated with watercourses, which are CLI Class 5 soils (heavy severe limitations). Just west of Perth Road 106 there is an isolated pocket of Brookston Clay Loam, which is 100% CLI Class 2 soils. 	<p>High potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils.</p> <ul style="list-style-type: none"> Corridor has both exiting highway and new corridor components, and is outside of an urban setting. The portion of the new corridor between Perth Road 110 and Perth Road 107 is predominately within Perth Silt Loam, which is 100% CLI Class 1 soils. There are 2 pockets of Brookston Silt Loam, which is 100% CLI Class 2 soils. Approximately mid-way, there is also a pocket of Huron Silt Loam which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. The portion of the corridor that continues on new corridor east of Perth Road 107 is predominately within Huron Clay Loam, which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. There are also several areas of Bottom Land soil associated with watercourses, which are CLI Class 5 soils (heavy severe limitations). Just west of Perth Road 106 there is an isolated pocket of Brookston Clay Loam, which is 100% CLI Class 2 soils. 	
	2.4.2 Agricultural - Farm Infrastructure	<p>Potential to affect farm infrastructure (field tile drainage systems/outlets, irrigation systems, barns/silos/structures, etc.)</p> <p>NOTES:</p> <p>The broader issue of wells is addressed under the groundwater factor</p> <p>The broader issue of drainage along and across transportation rights-of-way is addressed as part of "drainage and hydrology engineering" that is undertaken for the selected alternative.</p>	<p>Low potential to affect farm infrastructure</p> <ul style="list-style-type: none"> Corridor predominantly utilizes existing corridor. Widening of existing highway may result in the loss of small amounts of farm frontage, but will cause minimal disruption/diversion of field tile drainage systems, and irrigation systems within an individual farm, and since most farm buildings are set back from the highway, minimal impact to farm buildings. 	<p>Medium potential to affect farm infrastructure</p> <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. Widening of existing highway may result in the loss of small amounts of farm frontage, but will cause minimal disruption / diversion of field tile drainage systems, and irrigation systems within an individual farm, and since most farm buildings are set back from the highway, minimal impact to farm buildings. The portion of corridor that bypasses Shakespeare may result in some disruption/diversion of field tile 	<p>High potential to affect farm infrastructure</p> <ul style="list-style-type: none"> Corridor is predominantly new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm. 	<p>Medium potential to affect farm infrastructure</p> <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. Widening of existing highway may result in the loss of small amounts of farm frontage, but will cause minimal disruption / diversion of field tile drainage systems, and irrigation systems within an individual farm, and since most farm buildings are set back from the highway, minimal impact to farm buildings. The portion of corridor that is new corridor may result in some 	<p>High potential to affect farm infrastructure</p> <ul style="list-style-type: none"> Corridor is all new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
				drainage systems, and irrigation systems, and some impact to farm buildings within an individual farm		disruption/diversion of field tile drainage systems, and irrigation systems, and some impact to farm buildings within an individual farm	
	2.4.3 Agriculture – Operations on Individual Farms	Potential to sever/disrupt in-farm field operations (planting, harvesting, grazing, nutrient management, etc)	Low potential to affect in-farm field operations. <ul style="list-style-type: none"> Corridor predominantly utilizes existing corridor. Widening may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management etc within an individual farm. 	Medium potential to affect in-farm field operations <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. Widening of existing highway may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management within an individual farm. The portion of corridor that bypasses Shakespeare may result in some severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm. 	High potential to affect in-farm field operations <ul style="list-style-type: none"> Corridor is predominantly new corridor, which may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm. 	Medium potential to affect in-farm field operations <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. Widening of existing highway may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management within an individual farm. The portion of corridor that is new corridor may result in some severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm. 	High potential to affect in-farm field operations <ul style="list-style-type: none"> Corridor is all new corridor, which may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.
	2.4.4 Agriculture – Transportation Linkages between Multiple-Farm Operations	Potential to sever/disrupt transportation linkages between multiple-farm operations (movement between linked multiple-farm operations of equipment, materials, workers, etc) NOTES: The generic issue of shipments to/from farms is covered under the broader transportation sub-factor "movement of goods". The generic issue of farm resident/worker movement to/from farms is covered under the broader transportation sub-factor "movement of people". Movement of equipment, materials and workers between multiple-farm operations will occur in the context of increased overall traffic on roadways within the analysis area regardless of the alternative selected.	Low potential to sever/disrupt transportation linkages between multiple-farm operations. <ul style="list-style-type: none"> Corridor predominantly utilizes existing corridor. Widening of the existing highway will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms; but it may make movements across the existing highway more difficult. 	Medium potential to sever/disrupt transportation linkages between multiple-farm operations. <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. Widening of the existing highway will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms; but it may make movements across the existing highway more difficult. The portion of corridor that bypasses Shakespeare may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms. 	High potential to sever/disrupt transportation linkages between multiple-farm operations. <ul style="list-style-type: none"> Some of the corridor involves widening of the existing highway, which will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms; but it may make movements across the existing highway more difficult. Most of the corridor is new corridor, which may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms. 	Medium potential to sever/disrupt transportation linkages between multiple-farm operations. <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. Widening of the existing highway will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms; but it may make movements across the existing highway more difficult. The portion of corridor that is new corridor may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms. 	High potential to sever/disrupt transportation linkages between multiple-farm operations. <ul style="list-style-type: none"> Corridor is all new corridor, which may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.
2.5 Land Use / Resources	2.5.1 First Nation Treaty Rights or Use of Land and Resources for Traditional Purposes (e.g. hunting, fishing, harvesting of country foods, harvesting of medicinal plants)	Potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes NOTE: The protection of the natural environment is important to the continued use of lands for traditional First Nations activities	Low potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes <ul style="list-style-type: none"> Corridor predominantly utilizes existing corridor. 	Medium potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. 	Medium potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes <ul style="list-style-type: none"> Significant component is new corridor. 	Medium potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes <ul style="list-style-type: none"> Significant component is new corridor. 	Medium potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes <ul style="list-style-type: none"> New corridor.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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Highway 7&8 Transportation Corridor Planning and Class EA Study EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)							
Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented in Report F, Part 1 (June, 2008) Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment							
SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG							
FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
	2.5.2 Parks and Recreational Areas (e.g. national/provincial parks, conservation areas, municipal parks, public spaces, golf courses, trails, greenways and open space linkages)	Potential to affect parks and recreational areas.	Low potential to affect parks and recreational areas <ul style="list-style-type: none"> No parks or recreational areas located within or adjacent to this corridor. MTO roadside park on south side of Highway 7&8 west of Perth Road 102. 	Low potential to affect parks and recreational areas <ul style="list-style-type: none"> No parks or recreational areas located within or adjacent to this corridor. MTO roadside park on south side of Highway 7&8 west of Perth Road 102. 	Low potential to affect parks and recreational areas <ul style="list-style-type: none"> No parks or recreational areas located within or adjacent to this corridor. 	Low potential to affect parks and recreational areas. <ul style="list-style-type: none"> MTO roadside park on south side of Highway 7&8 west of Perth Road 102. 	Low potential to affect parks and recreational areas <ul style="list-style-type: none"> No parks or recreational areas located within or adjacent to this corridor.
	2.5.3 Aggregates, Mineral-Resources	Potential to affect aggregate and mineral resources sites	Low potential to affect aggregate and mineral resources sites <ul style="list-style-type: none"> No aggregate or mineral resource sites located within or adjacent to this corridor 	Low potential to affect aggregate and mineral resources sites <ul style="list-style-type: none"> No aggregate or mineral resource sites located within or adjacent to this corridor 	Low potential to affect aggregate and mineral resources sites <ul style="list-style-type: none"> No aggregate or mineral resource sites located within or adjacent to this corridor 	Low potential to affect aggregate and mineral resources sites <ul style="list-style-type: none"> No aggregate or mineral resource sites located within or adjacent to this corridor 	Low potential to affect aggregate and mineral resources sites <ul style="list-style-type: none"> No aggregate or mineral resource sites located within or adjacent to this corridor
2.6 Major Utility Transmission Corridors (e.g. railroads, hydro, gas, oil)		Potential to affect major utility transmission corridors	Medium potential to affect major utility transmission corridors <ul style="list-style-type: none"> Requires replacement of existing railway structure 	High potential to affect major utility transmission corridors <ul style="list-style-type: none"> Requires two new crossings of railway corridor and replacement of existing railway structure 	High potential to affect major utility transmission corridors <ul style="list-style-type: none"> Requires one new crossing of railway corridor and replacement of existing railway structure 	High potential to affect major utility transmission corridors <ul style="list-style-type: none"> Requires one new crossing of railway corridor and replacement of existing railway structure 	Low potential to affect major utility transmission corridors <ul style="list-style-type: none"> No new railway crossings required; does not require replacement of existing railway structure
2.7 Contaminated Property and Waste Management (e.g. Landfills, hazardous waste sites, former industrial areas and other known contaminated sites)		Potential to affect landfills (open and closed), hazardous waste sites “brownfield” areas, and other known contaminated sites	Low potential to affect known contaminated sites <ul style="list-style-type: none"> No sources of contamination identified within this corridor. 	Low potential to affect known contaminated sites <ul style="list-style-type: none"> No sources of contamination identified within this corridor. 	Low potential to affect known contaminated sites <ul style="list-style-type: none"> No sources of contamination identified within this corridor. 	Low potential to affect known contaminated sites <ul style="list-style-type: none"> No sources of contamination identified within this corridor. 	Low potential to affect known contaminated sites <ul style="list-style-type: none"> No sources of contamination identified within this corridor.
2.8 Landscape Composition	2.8.1 Scenic Composition	To be considered in the detailed planning and preliminary design phases					
	2.8.2 Sensitive Viewer Groups	To be considered in the detailed planning and preliminary design phases					
	2.8.3 Scenic Value of Views/Vistas from the transportation facility	To be considered in the detailed planning and preliminary design phases					
	2.8.4 Specimen Trees	To be considered in the detailed planning and preliminary design phases					
2.9 Air Quality	2.9.1 Regional Air Quality and Total Contaminant / Greenhouse Gas Emissions	Potential to reduce the regional air quality consequences of traffic congestion	Low potential to reduce the regional air quality consequences of traffic congestion <ul style="list-style-type: none"> Several intersections and other traffic sources in the area. 	Low potential to reduce the regional air quality consequences of traffic congestion <ul style="list-style-type: none"> Several intersections and other traffic sources nearby. 	Medium potential to reduce the regional air quality consequences of traffic congestion <ul style="list-style-type: none"> Few intersections; other traffic sources within 1 km. 	Medium potential to reduce the regional air quality consequences of traffic congestion <ul style="list-style-type: none"> Few intersections; other traffic sources within 1 km. 	Medium potential to reduce the regional air quality consequences of traffic congestion <ul style="list-style-type: none"> Few intersections; other traffic sources within 1 km.
	2.9.2 Local Air Quality and Sensitive Receptors to Air Pollutants	Potential to affect local receptors sensitive to air pollutants	Medium potential to affect local receptors sensitive to air pollutants <ul style="list-style-type: none"> Sensitive receptors within 1 km. 	Medium potential to affect local receptors sensitive to air pollutants <ul style="list-style-type: none"> Sensitive receptors within 1 km. 	Medium potential to affect local receptors sensitive to air pollutants <ul style="list-style-type: none"> Sensitive receptors within 1 km. 	Medium potential to affect local receptors sensitive to air pollutants <ul style="list-style-type: none"> Sensitive receptors within 1 km. 	Medium potential to affect local receptors sensitive to air pollutants <ul style="list-style-type: none"> Sensitive receptors within 1 km.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

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FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
SUMMARY OF LAND USE/SOCIO-ECONOMIC ENVIRONMENT			<p>Key land use / socio-economic environment conditions that differentiate Corridor 3A from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> High potential to support provincial land use policies High potential to affect urban area and medium potential to affect rural residential area Medium potential to affect noise sensitive areas Low potential to affect Canada Land Inventory Classes 1, 2 and 3 soils Low potential to affect farm infrastructure Low potential to affect in-farm field operations Low potential to sever/disrupt transportation linkages between multiple-farm operations Low potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes Medium potential to affect major utility transmission corridors Low potential to reduce regional air quality consequences of traffic congestion 	<p>Key land use / socio-economic environment conditions that differentiate Corridor 3B from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> Medium potential to support provincial land use policies Medium potential to affect urban and rural residential areas High potential to affect noise sensitive areas Medium potential to affect Canada Land Inventory Classes 1, 2 and 3 soils Medium potential to affect farm infrastructure Medium potential to affect in-farm field operations Medium potential to sever/disrupt transportation linkages between multiple-farm operations Medium potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes High potential to affect major utility transmission corridors Low potential to reduce regional air quality consequences of traffic congestion 	<p>Key land use / socio-economic environment conditions that differentiate Corridor 3C from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> Medium potential to support provincial land use policies Medium potential to affect urban and rural residential areas High potential to affect noise sensitive areas High potential to affect Canada Land Inventory Classes 1, 2 and 3 soils High potential to affect farm infrastructure High potential to affect in-farm field operations High potential to sever/disrupt transportation linkages between multiple-farm operations Medium potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes High potential to affect major utility transmission corridors Medium potential to reduce regional air quality consequences of traffic congestion 	<p>Key land use / socio-economic environment conditions that differentiate Corridor 3D from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> Medium potential to support provincial land use policies Medium potential to affect urban and rural residential areas High potential to affect noise sensitive areas High potential to affect Canada Land Inventory Classes 1, 2 and 3 soils Medium potential to affect farm infrastructure Medium potential to affect in-farm field operations Medium potential to sever/disrupt transportation linkages between multiple-farm operations Medium potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes High potential to affect major utility transmission corridors Medium potential to reduce regional air quality consequences of traffic congestion 	<p>Key land use / socio-economic environment conditions that differentiate Corridor 3E from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> Low potential to support provincial land use policies Medium potential to affect urban and rural residential areas High potential to affect noise sensitive areas High potential to affect Canada Land Inventory Classes 1, 2 and 3 soils High potential to affect farm infrastructure High potential to affect in-farm field operations High potential to sever/disrupt transportation linkages between multiple-farm operations Medium potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes Low potential to affect major utility transmission corridors Medium potential to reduce regional air quality consequences of traffic congestion
			<p>Corridor 3A is completely based upon the existing highway. As a result:</p> <ul style="list-style-type: none"> It supports provincial/federal land use policies/goals and objective; It has low potential impacts to agricultural lands/operations and resource factors, primarily because of its low "footprint" impact; Its higher potential impacts relative to community factors (urban area of Shakespeare) and regional air quality (particularly in Shakespeare) are to a considerable degree already associated with the current highway. <p>Therefore, from a land use / socio-economic environment perspective, Corridor 3A is preferred in Section 3.</p>				

3. CULTURAL ENVIRONMENT FACTORS							
3.1 Cultural Heritage – Built Heritage and Cultural Landscapes	3.1.1 Buildings or "Standing" Sites of Architectural or Heritage Significance or Ontario Heritage Foundation Easement Properties	Potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easements properties	Medium potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. <ul style="list-style-type: none"> Fryfogel Inn is located on the south side of Highway 7&8 between Perth Roads 104 and 106. Heritage buildings in Shakespeare are not "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement. 	Medium potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. <ul style="list-style-type: none"> Fryfogel Inn is located on the south side of Highway 7&8 between Perth Roads 104 and 106. 	Low potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. <ul style="list-style-type: none"> No buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties identified 	Medium potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. <ul style="list-style-type: none"> Fryfogel Inn is located on the south side of Highway 7&8 between Perth Roads 104 and 106. 	Low potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. <ul style="list-style-type: none"> No buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties identified

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented in Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
	3.1.2 Heritage Bridges	Potential to affect heritage bridges	Medium potential to affect heritage bridges	Medium potential to affect heritage bridges	Medium potential to affect heritage bridges	Medium potential to affect heritage bridges	Medium potential to affect heritage bridges
	3.1.3 Areas of Historic 19 th Century Settlement	Potential to affect areas of historic 19 th century settlement	High potential to affect areas of historic 19 th century settlement • Historic settlement area in Shakespeare, and on Highway 7&8 east of Shakespeare	Medium potential to affect areas of historic 19 th century settlement • Historic settlement area on Highway 7&8 east of Shakespeare	Low potential to affect areas of historic 19 th century settlement • No areas of concentrated 19 th century development	Medium potential to affect areas of historic 19 th century settlement • Historic settlement area on Highway 7&8 east of Shakespeare	Low potential to affect areas of historic 19 th century settlement. • No areas of concentrated 19 th century development
	3.1.4 Cultural Heritage Landscapes	To be considered in the detailed planning and preliminary design phases					
	3.1.5 First Nations Burial Sites	To be considered in the detailed planning and preliminary design phases					
	3.1.6 Cemeteries	Potential to affect cemeteries	Medium potential to affect cemeteries • Cemetery north of Highway 7&8 between Perth Roads 109 and 110 • Cemetery south of Highway 7&8 east of Perth Road 104 • Unlisted cemetery south of Highway 7&8 between Perth Roads 106 and 104	Medium potential to affect cemeteries • Cemetery north of Highway 7&8 between Perth Roads 109 and 110 • Cemetery south of Highway 7&8 east of Perth Road 104 • Cemetery east of Perth Road 107 south of Shakespeare • Unlisted cemetery south of Highway 7&8 between Perth Roads 106 and 104	Medium potential to affect cemeteries • Cemetery north of Highway 7&8 between Perth Roads 109 and 110 • Cemetery east of Perth Road 107 south of Shakespeare	Medium potential to affect cemeteries • Cemetery east of Perth Road 107 south of Shakespeare • Cemetery south of Highway 7&8 east of Perth Road 104 • Unlisted cemetery south of Highway 7&8 between Perth Roads 106 and 104	Medium potential to affect cemeteries • Cemetery east of Perth Road 107 south of Shakespeare
3.2 Cultural Heritage - Archaeology	3.2.1 Pre-Historic and Historic First Nations' Archaeological Sites	Potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest	Low potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Corridor is all existing highway with land previously disturbed by road construction.	Medium potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Corridor has both existing highway and new corridor components. • Portion of corridor that uses existing roads has land previously disturbed by construction. • Remainder is in "green field" area that has little previous disturbance through construction.	High potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Corridor is predominantly new corridor, with "green field" area that has little previous disturbance through construction.	Medium potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Corridor has both existing highway and new corridor components. • Portion of corridor that uses existing roads has land previously disturbed by construction. • Remainder is in "green field" area with little previous disturbance through construction.	High potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Corridor is all new corridor, with "green field" area that has little previous disturbance through construction.
	3.2.2 Historic Euro-Canadian Archaeological Sites	Potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest	Low potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest. • Shorter corridor, using existing roads with land previously disturbed by road construction. • Potential historic Euro-Canadian archaeological sites associated with heritage structures	Medium potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest • Corridor has both existing highway and new corridor components. • Portion of corridor that uses existing roads has land previously disturbed by construction. • Remainder is in "green field" area with little previous disturbance through construction.	High potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest • Corridor is predominantly new corridor, with "green field" area that has little previous disturbance through construction.	Medium potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest • Corridor has both existing highway and new corridor components. • Portion of corridor that uses existing roads has land previously disturbed by construction. • Remainder is in "green field" area with little previous disturbance through construction.	High potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest. • Corridor is all new corridor, with "green field" area that has little previous disturbance through construction.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented in Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
SUMMARY OF CULTURAL ENVIRONMENT			<p>Key cultural environment conditions that differentiate Corridor 3A from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • Medium potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • High potential to affect areas of historic 19th century settlement • Low potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; • Low potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest 	<p>Key cultural environment conditions that differentiate Corridor 3B from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • Medium potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • Medium potential to affect areas of historic 19th century settlement • Medium potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest • Medium potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest 	<p>Key cultural environment conditions that differentiate Corridor 3C from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • Low potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • Low potential to affect areas of historic 19th century settlement • High potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest • High potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest 	<p>Key cultural environment conditions that differentiate Corridor 3D from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • Medium potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • Medium potential to affect areas of historic 19th century settlement • Medium potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest • Medium potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest 	<p>Key cultural environment conditions that differentiate Corridor 3E from the other corridor alternatives in Section 3 are the following:</p> <ul style="list-style-type: none"> • Low potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • Low potential to affect areas of historic 19th century settlement • High potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest • High potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest
			<p>Corridor 3A is completely based upon the existing highway. As a result:</p> <ul style="list-style-type: none"> • It has low potential impacts to archaeology because the existing corridor has already been disturbed by road construction; • It has medium potential to affect the Fryfogel Inn and cemeteries, which may be avoided by the selection of the widening alternative; • It has higher potential to affect areas of historic 19th century settlement that are associated with the existing highway, but these may be minimized by the selection of the widening alternative and cross-section design. <p>Therefore, from a cultural environment perspective, Corridor 3A is preferred in Section 3.</p>				

4. AREA ECONOMY FACTORS – Deleted due to duplication of considerations addressed in Factors 2.2.4, 2.2.5, 5.1.2, 5.1.3, and 5.4.3 (deletion eliminated double-counting).

5. TRANSPORTATION FACTORS

5.1 Area Transportation System Capacity and Efficiency	5.1.1 Federal/Provincial/Municipal transportation planning policies/goals/objectives	<p>Potential to support federal/provincial/municipal transportation planning policies/goals/objectives.</p> <p>Provincial Policy Statement (PPS) Policy 1.6.5.1 stipulates that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.</p> <p>PPS Policy 1.6.5.2 stipulates that efficient use shall be made of existing and planned infrastructure</p>	<p>Medium potential to support federal/provincial/municipal transportation planning policies/goals/objectives</p> <ul style="list-style-type: none"> • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor predominantly utilizes existing corridor which would not be as efficient or effective in moving people and goods as a new highway • Corridor predominantly utilizes existing corridor, thereby meeting the objectives of PPS policy 1.6.5.2. 	<p>Medium potential to support federal/provincial/municipal transportation planning policies/goals/objectives</p> <ul style="list-style-type: none"> • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor has both existing roadway and new corridor components. The existing corridor components would not be as efficient or effective in moving people and goods as the new corridor component. • Corridor has both existing roadway and new corridor components, and the latter would not meet the objectives of PPS policy 1.6.5.2 	<p>Medium potential to support federal/provincial/municipal transportation planning policies/goals/objectives</p> <ul style="list-style-type: none"> • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor is predominantly new corridor, which would be more efficient and effective in moving people and goods than use of the existing roadway/highway. • Corridor is predominantly new corridor, which would not meet the objectives of PPS policy 1.6.5.2 	<p>Medium potential to support federal/provincial/municipal transportation planning policies/goals/objectives</p> <ul style="list-style-type: none"> • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor has both existing roadway and new corridor components. The existing corridor components would not be as efficient or effective in moving people and goods as the new corridor component. • Corridor has both existing roadway and new corridor components, and the latter would not meet the objectives of PPS policy 1.6.5.2 	<p>Medium potential to support federal/provincial/municipal transportation planning policies/goals/objectives.</p> <ul style="list-style-type: none"> • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor is all new corridor, which would be more efficient and effective in moving people and goods than use of the existing roadway/highway. • Corridor is all new corridor, which would not meet the objectives of PPS policy 1.6.5.2
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LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
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SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
	5.1.2 Efficient movement of people	Potential to support the efficient movement of people between communities and regions based on Level of Service (LOS) and volume to capacity (v/c) on a network, screenline and critical link basis	Medium potential to support efficient movement of people <ul style="list-style-type: none"> Corridor predominantly utilizes existing roadway, with reduced level of service through developed area of Shakespeare given number of existing intersections and driveways. No out-of-way travel for local access from Shakespeare to corridor. 	Medium potential to support efficient movement of people. <ul style="list-style-type: none"> Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Shakespeare given number of existing intersections and driveways. Some out-of-way travel for local access from Shakespeare to corridor. 	Medium potential to support efficient movement of people. <ul style="list-style-type: none"> Corridor is predominantly new corridor, with high level of service due to few intersections and no driveways. Some out-of-way travel for local access from Shakespeare to corridor. 	Medium potential to support efficient movement of people. <ul style="list-style-type: none"> Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Shakespeare given number of existing intersections and driveways. Some out-of-way travel for local access from Shakespeare to corridor. 	Medium potential to support efficient movement of people. <ul style="list-style-type: none"> Corridor is all new corridor, with high level of service due to few intersections and no driveways. Some out-of-way travel for local access from Shakespeare to corridor.
	5.1.3 Efficient movement of goods	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities based on road network and Highway 7&8 corridor performance measures (LOS and travel speed)	Medium potential to support efficient movement of goods <ul style="list-style-type: none"> Corridor is all existing roadway, with reduced level of service through developed area of Shakespeare given number of existing intersections and driveways. No out-of-way travel for local access from Shakespeare to corridor. 	Medium potential to support efficient movement of goods. <ul style="list-style-type: none"> Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Shakespeare given number of existing intersections and driveways. Some out-of-way travel for local access from Shakespeare to corridor. 	Medium potential to support efficient movement of goods. <ul style="list-style-type: none"> Corridor is predominantly new corridor, with high level of service due to few intersections and no driveways. Some out-of-way travel for local access from Shakespeare to corridor. 	Medium potential to support efficient movement of goods. <ul style="list-style-type: none"> Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Shakespeare given number of existing intersections and driveways. Some out-of-way travel for local access from Shakespeare to corridor. 	Medium potential to support efficient movement of goods. <ul style="list-style-type: none"> Corridor is all new corridor, with high level of service due to few intersections and no driveways. Some out-of-way travel for local access from Shakespeare to corridor.
5.2 Area Transportation System Reliability / Redundancy		Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions	Low potential to support system reliability and redundancy <ul style="list-style-type: none"> Corridor is all existing roadway, which does not provide a new connection between regions and communities during adverse conditions. 	Low potential to support system reliability and redundancy. <ul style="list-style-type: none"> Corridor is has both existing roadway and new corridor components. The former does not provide new connection between regions and communities during adverse conditions 	High potential to support system reliability and redundancy <ul style="list-style-type: none"> Corridor is predominantly new corridor, which provides new connection between regions and communities during adverse conditions. 	Low potential to support system reliability and redundancy. <ul style="list-style-type: none"> Corridor is has both existing roadway and new corridor components. The former does not provide new connection between regions and communities during adverse conditions 	High potential to support system reliability and redundancy <ul style="list-style-type: none"> Corridor is all new corridor, which provides new connection between regions and communities during adverse conditions.
5.3 Safety	5.3.1 Traffic Safety	Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c) and reduce the frequency of intersections and entrances in the Highway 7&8 corridor	Medium potential to improve traffic safety <ul style="list-style-type: none"> All of corridor is existing corridor with numerous access points associated with private entrances. A four/five lane cross section provides for good passing opportunity, provides a wider platform to accommodate evasive moves during potential accidents, and a centre left turn lane would accommodate safer left turns along the highway since limited opportunity to reduce number of intersections and driveways. 	Medium potential to improve traffic safety <ul style="list-style-type: none"> Corridor has both existing roadway and new corridor components. Existing corridor component has numerous access points associated with private entrances. New corridor component has no access points associated with private entrances, and limited number of access points at intersection / interchange locations. A four/five lane cross section provides for good passing opportunity, provides a wider platform to accommodate evasive moves during potential accidents, and a centre left turn lane would accommodate safer left turns along the highway since limited opportunity to reduce number of intersections and driveways. 	High potential to improve traffic safety <ul style="list-style-type: none"> Corridor is predominantly new corridor, with no access points associated with private entrances, and limited number of access points at intersection / interchange locations. Four lanes provide for good passing opportunity, and provide a wider platform to accommodate evasive moves during potential accidents. 	Medium potential to improve traffic safety <ul style="list-style-type: none"> Corridor has both existing roadway and new corridor components. Existing corridor component has numerous access points associated with private entrances. New corridor component has no access points associated with private entrances, and limited number of access points at intersection / interchange locations. A four/five lane cross section provides for good passing opportunity, provides a wider platform to accommodate evasive moves during potential accidents, and a centre left turn lane would accommodate safer left turns along the highway since limited opportunity to reduce number of intersections and driveways. 	High potential to improve traffic safety <ul style="list-style-type: none"> Corridor is all new corridor, with no access points associated with private entrances, and limited number of access points at intersection / interchange locations. Four lanes provide for good passing opportunity, and provide a wider platform to accommodate evasive moves during potential accidents.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
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SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

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	5.3.2 Emergency Access	To be considered in the detailed planning and preliminary design phases						
5.4 Mobility and Accessibility	5.4.1 Modal integration, balance and efficiency	Potential to improve modal choice and increase mode split for person trips between communities, regions and major transit station areas based on connection to concentrations of population, travel performance indicators (LOS, v/c, travel speed) at critical screenlines and on potential to provide higher order transit service.	Medium potential to improve modal integration, balance and efficiency. <ul style="list-style-type: none"> Potential transit service in corridor is supported by direct connection to the community of Shakespeare and the development along Highway 7&8. Use of existing Highway 7&8 would constrain transit travel performance. Use of existing Highway 7&8 corridor limits opportunities to provide higher order transit service. 	Medium potential to improve modal integration, balance and efficiency. <ul style="list-style-type: none"> Potential transit service in the corridor is constrained by the bypass of the community of Shakespeare, but is supported by the direct connection to development along Highway 7&8 both east and west of Shakespeare. Use of existing Highway 7&8 would constrain transit travel performance. Use of existing Highway 7&8 corridor limits opportunities to provide higher order transit service. 	Medium potential to improve modal integration, balance and efficiency. <ul style="list-style-type: none"> Potential transit service in the corridor is constrained by the bypass of the community of Shakespeare and the bypass of development along Highway 7&8 east of Shakespeare. Significant new corridor component would support transit travel performance. Use of existing Highway 7&8 east of Shakespeare limits opportunities to provide higher order transit service. 	Medium potential to improve modal integration, balance and efficiency. <ul style="list-style-type: none"> Potential transit service in the corridor is constrained by the bypass of the community of Shakespeare and the bypass of development along Highway 7&8 west of Shakespeare. Significant new corridor component would support transit travel performance. Use of existing Highway 7&8 west of Shakespeare limits opportunities to provide higher order transit service. 	Medium potential to improve modal integration, balance and efficiency. <ul style="list-style-type: none"> Potential transit service in the corridor is constrained by the bypass of the community of Shakespeare and the bypass of development along Highway 7&8 both east and west of Shakespeare. New corridor component would support transit travel performance. Does not use existing corridor so there is the opportunity to provide higher order transit service. 	
	5.4.2 Linkages to Population and Employment Centres	Potential to improve linkages to population and employment centres for people and goods movement.	High potential to improve linkages to population and employment centres. <ul style="list-style-type: none"> Direct connection through Shakespeare. 	Low potential to improve linkages to population and employment centres. <ul style="list-style-type: none"> Linkages to Shakespeare may be reduced because of limitations imposed by intersection design requirements at potential tie-in points between the bypass and the current highway. 	Low potential to improve linkages to population and employment centres. <ul style="list-style-type: none"> Linkages to Shakespeare may be reduced because of limitations imposed by intersection design requirements at potential tie-in points between the bypass and the current highway. 	Low potential to improve linkages to population and employment centres. <ul style="list-style-type: none"> Linkages to Shakespeare may be reduced because of limitations imposed by intersection design requirements at potential tie-in points between the bypass and the current highway. 	Low potential to improve linkages to population and employment centres. <ul style="list-style-type: none"> Linkages to Shakespeare may be reduced because of limitations imposed by intersection design requirements at potential tie-in points between the new corridor and the current highway. 	
	5.4.3 Recreation and Tourism Travel	Potential to support recreation and tourism travel within and to/from the Analysis Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (LOS, v/c, travel speed)	Medium potential to support recreation and tourism travel <ul style="list-style-type: none"> Shakespeare tourist area is not bypassed, but tourist travel through the analysis area is slowed by congestion in Shakespeare. 	Medium potential to support recreation and tourism travel <ul style="list-style-type: none"> Shakespeare tourist area is bypassed, but tourist travel through the analysis area is facilitated. 	Medium potential to support recreation and tourism travel <ul style="list-style-type: none"> Shakespeare tourist area is bypassed, but tourist travel through the analysis area is facilitated. 	Medium potential to support recreation and tourism travel <ul style="list-style-type: none"> Shakespeare tourist area is bypassed, but tourist travel through the analysis area is facilitated. 	Medium potential to support recreation and tourism travel <ul style="list-style-type: none"> Shakespeare tourist area is bypassed, but tourist travel through the analysis area is facilitated. 	
	5.4.4 Accommodation for pedestrians, cyclists and snowmobiles	Potential to accommodate pedestrians, cyclists within critical travel corridors in urbanized areas and snowmobiles in recognized rural trails	Medium potential to support pedestrians in Shakespeare; <ul style="list-style-type: none"> Urban area better supports justification for sidewalks in Shakespeare. Rural area for balance of corridor does not support justification for sidewalks. No designated bicycle or snowmobile trails identified. 	Low potential to support pedestrians <ul style="list-style-type: none"> Rural area does not support justification for sidewalks No designated bicycle or snowmobile trails identified. 	Low potential to support pedestrians <ul style="list-style-type: none"> Rural area does not support justification for sidewalks No designated bicycle or snowmobile trails identified. 	Low potential to support pedestrians <ul style="list-style-type: none"> Rural area does not support justification for sidewalks No designated bicycle or snowmobile trails identified. 	Low potential to support pedestrians <ul style="list-style-type: none"> Rural area does not support justification for sidewalks No designated bicycle or snowmobile trails identified. 	
5.5 Network Compatibility	5.5.1 Network Connectivity	Potential to improve transportation system connectivity within and to/from the analysis area	High potential to improve transportation system connectivity.	High potential to improve transportation system connectivity.	High potential to improve transportation system connectivity.	High potential to improve transportation system connectivity.	High potential to improve transportation system connectivity.	
	5.5.2 Flexibility for Future Expansion	Potential to address future transportation needs beyond the forecasted planning horizons	Low potential for future expansion <ul style="list-style-type: none"> Corridor passes directly through developed area of Shakespeare, and the right-of-way through Shakespeare could not readily accommodate further expansion beyond the 4/5-lane section associated with this corridor 	Medium potential for future expansion <ul style="list-style-type: none"> Corridor is outside the Shakespeare urban boundary, however, since the corridor has both existing highway and new corridor components, future expansion of the former constrained by the right-of-way width. 	High potential for future expansion. <ul style="list-style-type: none"> Corridor is outside Shakespeare urban boundary, and since it is predominantly new corridor, the majority of the right-of-way could accommodate future expansion. 	Medium potential for future expansion <ul style="list-style-type: none"> Corridor is outside the Shakespeare urban boundary, however, since the corridor has both existing highway and new corridor components, future expansion of the former constrained by the right-of-way width. 	High potential for future expansion. <ul style="list-style-type: none"> Corridor is outside Shakespeare urban boundary, and since it is all new corridor, the right-of-way could accommodate future expansion. 	

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented in Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
5.6 Engineering	5.6.1 Constructability	Potential constructability issues considering physical, property or environmental constraints	Medium potential for constructability issues. <ul style="list-style-type: none"> Utilizes existing Highway 7&8 corridor; confined environment through Shakespeare; no new railway crossings required Replacement of existing railway structure required. 	High potential for constructability issues <ul style="list-style-type: none"> Avoids confined environment through Shakespeare. However two new railway grade separations are required in very close proximity to the connection to Perth Road 107; and the connection to Perth Road 107 is constrained by its proximity to the rail line. Replacement of existing railway structure required. 	Medium potential for constructability issues <ul style="list-style-type: none"> Utilizes segment of existing Highway 7&8 corridor; one new railway crossing required. Replacement of existing railway structure required. 	Medium potential for constructability issues <ul style="list-style-type: none"> Utilizes segment of existing Highway 7&8 corridor; one new railway crossing required. Replacement of existing railway structure required. 	Low potential for constructability issues <ul style="list-style-type: none"> Does not utilize existing Highway 7&8 corridor; no new railway crossings required. Replacement of existing railway structure not required.
	5.6.2 Compliance with Design Criteria	To be considered in the detailed planning and preliminary design phases					
5.7 Traffic Operations		Potential for negative impact on traffic operations due to factors such as design features, private access, and transportation network connections	Medium potential for negative impact on traffic operations <ul style="list-style-type: none"> Corridor is all existing highway, with multiple entrances and intersections in Shakespeare and along Highway 7&8 east and west of Shakespeare 	Medium potential for negative impact on traffic operations <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. Existing highway component has multiple entrances and intersections. Perth Road 107 connection constrained by its proximity to the rail line and the proposed two new railway grade separations. 	Low potential impact for negative on traffic operations <ul style="list-style-type: none"> Most of corridor does not utilize existing roadways. Perth Road 107 connection constrained by its proximity to the rail line and the proposed new railway grade separation. 	Medium potential for negative impact on traffic operations <ul style="list-style-type: none"> Corridor has both existing highway and new corridor components. Existing highway component has multiple entrances and intersections. Perth Road 107 connection constrained by its proximity to the rail line and the proposed new railway grade separation. 	Low potential impact for negative on traffic operations <ul style="list-style-type: none"> None of corridor utilizes existing roadways.
SUMMARY OF TRANSPORTATION		It should be noted that the process utilized to generate corridor alternatives ensures that each corridor is capable of satisfying transportation criteria.	Key transportation issues that differentiate Corridor 3A from the other corridor alternatives in Section 3 are the following: <ul style="list-style-type: none"> Low potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions; Medium potential to improve traffic safety; High potential to support linkages to population and employment centres; Medium potential to accommodate pedestrians in urbanized areas; Low potential for future expansion; Medium potential for constructability issues; and Medium potential impact on traffic operations due to factors such as design features, private access, and transportation network connections. 	Key transportation issues that differentiate Corridor 3B from the other corridor alternatives in Section 3 are the following: <ul style="list-style-type: none"> Low potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions; Medium potential to improve traffic safety; Low potential to support linkages to population and employment centres; Low potential to accommodate pedestrians in urbanized areas; Medium potential for future expansion; High potential for constructability issues; and Medium potential impact on traffic operations due to factors such as design features, private access, and transportation network connections. 	Key transportation issues that differentiate Corridor 3C from the other corridor alternatives in Section 3 are the following: <ul style="list-style-type: none"> High potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions; High potential to improve traffic safety; Low potential to support linkages to population and employment centres; Low potential to accommodate pedestrians in urbanized areas;; High potential for future expansion; Medium potential for constructability issues; and Low potential impact on traffic operations due to factors such as design features, private access, and transportation network connections. 	Key transportation issues that differentiate Corridor 3D from the other corridor alternatives in Section 3 are the following: <ul style="list-style-type: none"> Low potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions; Medium potential to improve traffic safety; Medium potential to support linkages to population and employment centres; Low potential to accommodate pedestrians in urbanized areas; Medium potential for future expansion; Medium potential for constructability issues; and Medium potential impact on traffic operations due to factors such as design features, private access, and transportation network connections. 	Key transportation issues that differentiate Corridor 3E from the other corridor alternatives in Section 3 are the following: <ul style="list-style-type: none"> High potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions; High potential to improve traffic safety; Low potential to support linkages to population and employment centres; Low potential to accommodate pedestrians in urbanized areas; High potential for future expansion; Low potential for constructability issues; and Low potential impact on traffic operations due to factors such as design features, private access, and transportation network connections.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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**Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)**

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented in Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTION # 3 FROM EAST OF STRATFORD TO WEST OF NEW HAMBURG

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES				
			CORRIDOR ALTERNATIVE 3A (Existing 7&8 Corridor from Stratford to New Hamburg) Nodes: 3-1, 3-3, 3-5, 3-6	CORRIDOR ALTERNATIVE 3B (Shakespeare South Bypass Corridor 1) Nodes: 3-1, 3-3, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3C (Shakespeare South Bypass Corridor 2) Nodes: 3-1, 3-3, 3-4, 3-6	CORRIDOR ALTERNATIVE 3D (Shakespeare South Bypass Corridor 3) Nodes: 3-2, 3-4, 3-5, 3-6	CORRIDOR ALTERNATIVE 3E (New Corridor from Stratford to New Hamburg) Nodes: 3-2, 3-4, 3-6
			<p>Corridor 3A is completely based upon the existing highway, and much of Corridor 3B is based upon the existing highway. As a result, they have:</p> <ul style="list-style-type: none"> • Lower potential to support transportation system reliability and redundancy, lower potential to improve traffic safety, lower potential for future expansion, and higher potential for constructability issues; • Higher potential to improve linkages to population and employment centre of Shakespeare and higher potential to meet the Provincial Policy Statement policy to make efficient use of existing infrastructure. <p>Corridors 3C and 3D have a higher potential to support transportation factors, but because they have components of the existing corridor, they do not rank as high as Corridor 3E.</p> <p>Therefore, from a transportation perspective, Corridors 3E is preferred in Section 3, however, the process utilized to generate corridor alternatives ensures that Corridors 3A, 3B, 3C, 3D and 3E are all capable of satisfying transportation criteria.</p>				

SUMMARY OF EVALUATION:

Summary of Natural Environment

Corridor 3A is completely based upon the existing highway. As a result:

- It has low potential impacts to the natural environment, primarily because of its relatively low "footprint" impact;
- The potential impacts to fisheries and aquatic ecosystems and to watershed features tend to be of a nature that can be spanned/bridged; and
- The potential impacts to forests and vegetation tend to be "edge effects" and therefore relatively low.

Therefore, from a natural environment perspective, Corridor 3A is preferred in Section 3.

Summary of Land Use / Socio-Economic Environment

Corridor 3A is completely based upon the existing highway. As a result:

- It supports provincial/federal land use policies/goals and objective;
- It has low potential impacts to agricultural lands/operations and resource factors, primarily because of its low "footprint" impact;
- Its higher potential impacts relative to community factors (urban area of Shakespeare) and regional air quality (particularly in Shakespeare) are to a considerable degree already associated with the current highway.

Therefore, from a land use / socio-economic environment perspective, Corridor 3A is preferred in Section 3.

Summary of Cultural Environment

Corridor 3A is completely based upon the existing highway. As a result:

- It has low potential impacts to archaeology because the existing corridor has already been disturbed by road construction;
- It has medium potential to affect the Fryfogel Inn and cemeteries, which may be avoided by the selection of the widening alternative;
- It has higher potential to affect areas of historic 19th century settlement that are associated with the existing highway, but these may be minimized by the selection of the widening alternative and cross-section design.

Therefore, from a cultural environment perspective, Corridor 3A is preferred in Section 3.

Summary of Transportation

Corridor 3A is completely based upon the existing highway, and Corridor 3B is predominantly based upon the existing corridor. As a result, they have:

- Lower potential to support transportation system reliability and redundancy, lower potential to improve traffic safety, lower potential for future expansion, and higher potential for constructability issues;
- Higher potential to improve linkages to population and employment centre of Shakespeare and higher potential to meet the Provincial Policy Statement policy to make efficient use of existing infrastructure.

Corridors 3C and 3D have a higher potential to support transportation factors, but because they have components of the existing corridor, they do not rank as high as Corridor 3E.

Therefore, from a transportation perspective, Corridors 3E is preferred in Section 3, however, the process utilized to generate corridor alternatives ensures that Corridors 3A, 3B, 3C, 3D and 3E are all capable of satisfying transportation criteria.

Conclusion

Based upon the above, Corridor 3A is preferred in Section 3.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR
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