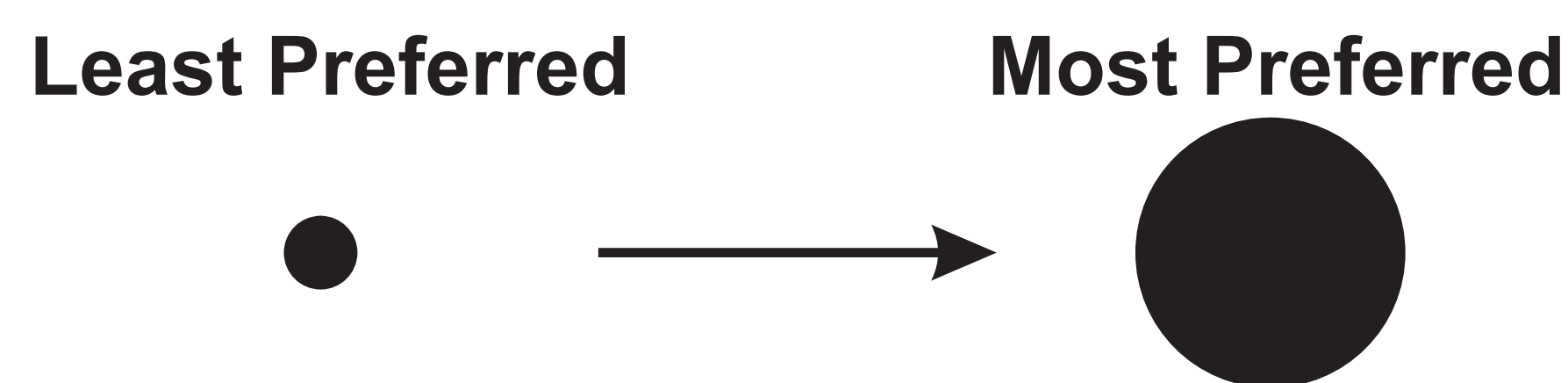


| Evaluation Factors<br>Key Criteria   | Segment C-West:<br>Long-List Route Alternatives |               |               |               |               |               |               |
|--|---|---------------|---------------|---------------|---------------|---------------|---------------|
|  | CW1   | CW2           | CW3           | CW4           | CW5*          | CW6*          | CW7           |
| <b>Socio-Economic Environment</b><br>• property encroachment / displacement<br>• proximity to existing businesses                                | ●   | ●             | ●             | ●             | ●             | ●             | ●             |
| <b>Natural Environment</b><br>• forest impacts<br>• watercourse crossings<br>• wetland crossings   | ●   | ●             | ●             | ●             | ●             | ●             | ●             |
| <b>Cultural Environment<sup>1</sup></b><br>• potential impacts to archaeological resources<br>• built heritage<br>• cultural heritage landscapes | ●   | ●             | ●             | ●             | ●             | ●             | ●             |
| <b>Transportation</b><br>• constructability<br>• utility conflicts   | ●   | ●             | ●             | ●             | ●             | ●             | ●             |
| <b>Screening Recommendation<sup>2</sup>:</b>   | Do Not Carry Forward                            | Carry Forward | Carry Forward | Carry Forward | Carry Forward | Carry Forward | Carry Forward |

\* As a result of further field investigations and route planning, portions of Routes CW5 and CW6 are outside of the Segment C corridor presented at PIC #2.

1 Based on Stage 1 Archaeological Assessment and Heritage Existing Conditions Report (Draft).

2 The screening of long-list route alternatives was carried out based on project-specific criteria, taking into consideration the background existing conditions known at the time the evaluation was carried out.



**Route CW2** is carried forward for the following primary reason:

- Maximizes use of existing highway

**Routes CW3, CW4 and CW6** are carried forward for the following primary reasons:

- Most long-term flexibility with transportation network
- Least encroachment on properties in ultimate configuration

**Route CW5** is carried forward for the following primary reasons:

- Makes use of existing highway west of Birch Lake
- Crosses fewer wetlands

**Route CW7** is carried forward for the following primary reasons:

- Most long-term flexibility with transportation network
- Least impact to Birch Lake
- Least encroachment on properties in ultimate configuration