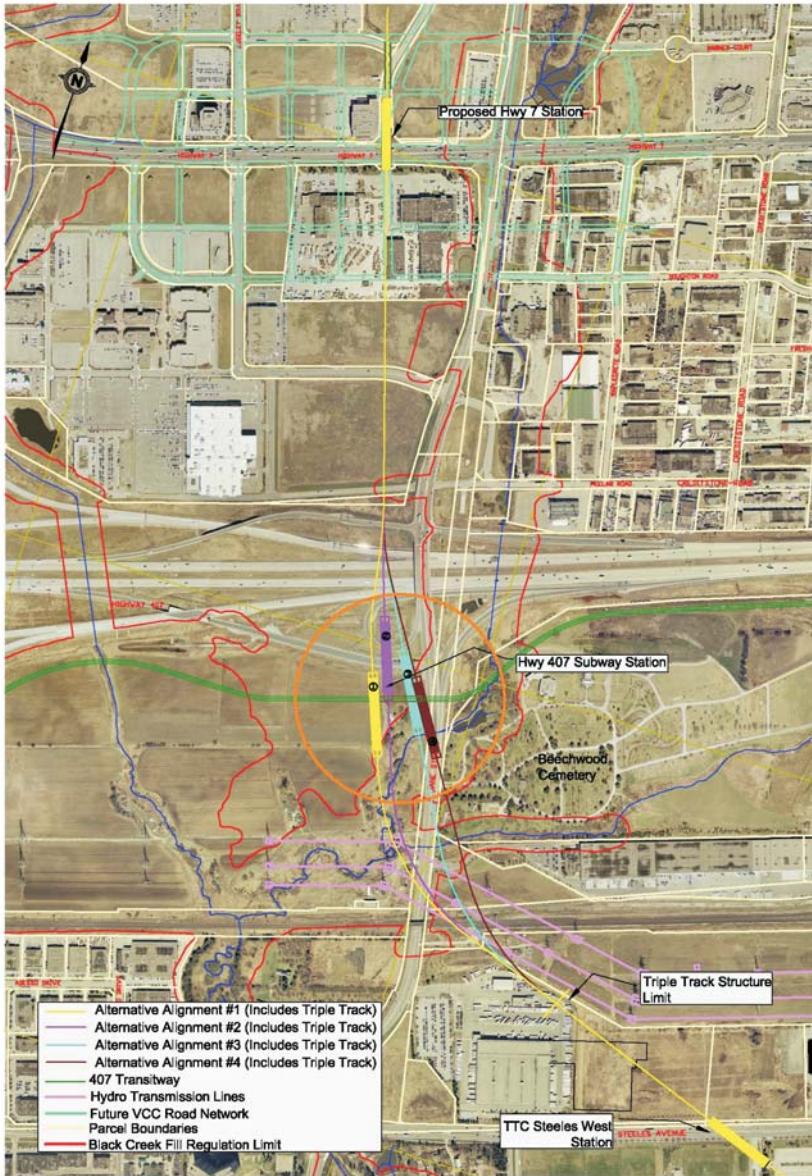


# HIGHWAY 7 CORRIDOR AND VAUGHAN NORTH-SOUTH LINK Transit Improvements Environmental Assessment (EA) Subway Alignment Selection Report

## Alignment Alternatives Evaluation



	1 PREFERRED ALIGNMENT	2	3	4	5 alignment without triple track
Transportation Design	Alignment complies with geometric and operational standards.	Alignment complies with geometric and operational standards.	Alignment complies with geometric and operational standards.	Alignment complies with geometric and operational standards.	Alignment complies with geometric and operational standards.
	Requires 2 horizontal curves.	Requires 2 horizontal curves.	Requires 2 horizontal curves.	Requires 2 horizontal curves.	Requires 2 horizontal curves.
	Allows physical and operational integration of 407 Subway Station with MTO Transitway Station.	Allows physical and operational integration of 407 Subway Station with MTO Transitway Station.	Allows physical and operational integration of 407 Subway Station with MTO Transitway Station.	Allows physical and operational integration of 407 Subway Station with MTO Transitway Station.	Allows physical and operational integration of 407 Subway Station with MTO Transitway Station.
Social Environment	Allows convenient passenger access to 407 subway station.	Passenger access to 407 subway station confined to south end.	Passenger access to 407 subway station constrained by proximity to Black Creek.	Passenger access to 407 subway station constrained by proximity to Black Creek.	Allows convenient passenger access to 407 subway station.
	407 Station mostly on ORC property.	2/3 of the 407 Station on property under 407 ETR jurisdiction.	1/4 of the 407 Station on property under 407 ETR jurisdiction.	407 Station mostly on ORC property.	407 Station mostly on ORC property.
	Jane St. and Hwy 407 interchange ramp diversion avoided.	Two Hwy 407 interchange ramps affected during construction.	One Hwy 407 interchange ramp affected during construction.	Hwy 407 interchange ramp diversion avoided.  Requires diversion of Jane St. traffic during construction.	Jane St. and Hwy 407 interchange ramp diversion avoided.
Natural Environment	Potential for a limited temporary excavation and backfill within the Black Creek fill regulation limits. (i.e. the southeast corner of the station).	Only minor impact to Black Creek due to access road construction.	1/8th of the Station within Black Creek fill regulation limits.	More than half the Station within Black Creek fill regulation limits.	Potential for a limited temporary excavation and backfill within the Black Creek fill regulation limits. (i.e. the southeast corner of the station).
	Requires tunneling under 1 Hydro Tower.	No impact to Hydro Towers.  Costly ventilation shaft and emergency corridor to avoid any openings within 407 ETR easement.	No impact to Hydro Towers.	No impact to Hydro Towers.	This results in additional capital costs.
Cost					

