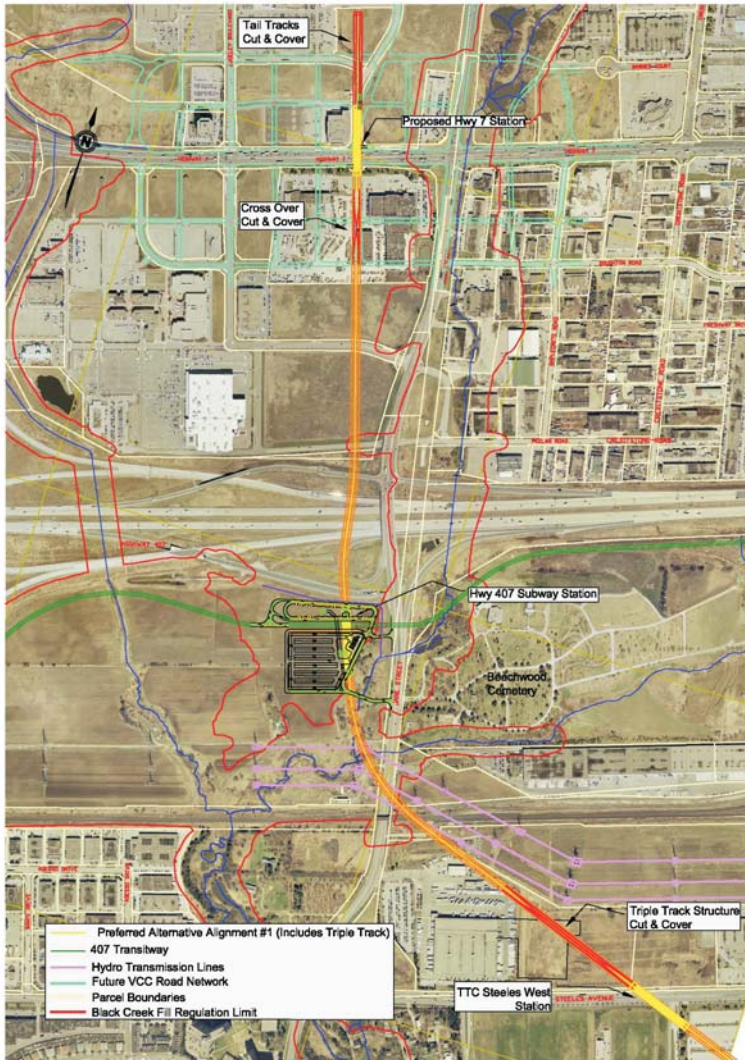


HIGHWAY 7 CORRIDOR AND VAUGHAN NORTH-SOUTH LINK Transit Improvements Environmental Assessment (EA) Subway Alignment Selection Report

Preferred Alignment Description



Planning and Design Criteria

- Alignment to be underground due to constraints at CN Rail, Hydro ROW, Jane Street, 407ETR, Interchange Way and VCC easement.
- Storage tracks required north of VCC Highway 7 Station
- Assume Jane Street is widened (to 6 lanes) prior to subway opening.
- Protect for track work permitting trains to reverse direction immediately north of Steeles West Station.
- Assume East-West Collector Road (north of Steeles) is completed prior to subway opening.
- Consider need for certain VCC Official Plan road grid elements to be in place before subway opening.
- Subway alignment design speed: 80 km/h.

Summary of Effects and Mitigation

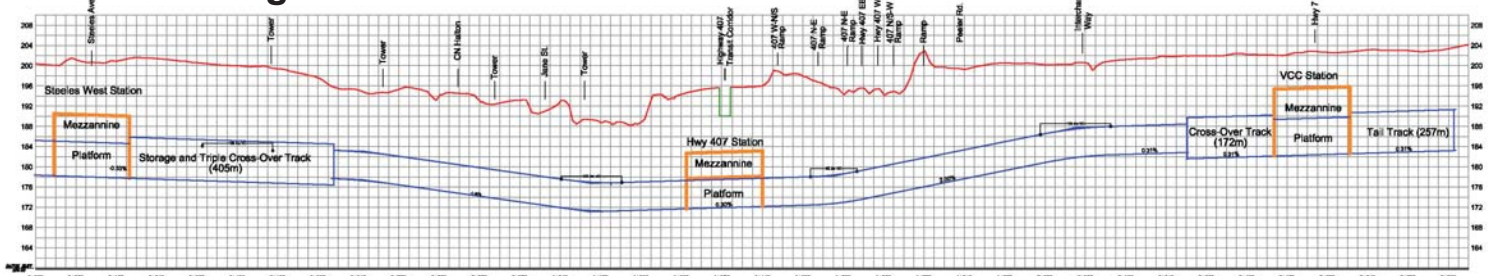
Socio-economic Environment

- Effect on Hydro tower foundations limited to bored tunneling alongside and below foundations with appropriate monitoring to prevent settlement.
- Works within CN Rail and 407 ETR right-of-way limited to deep bored tunneling with appropriate monitoring to prevent settlement.
- Construction of cut-and-cover works will include traffic management measures.
- Any utilities affected by the works will be protected or relocated.

Natural Environment

- Extent of dewatering and any aquifer depressurization to permit tunnel and station construction will be minimized by use of earth pressure balancing tunnel boring equipment in areas where groundwater resources could be affected
- Adverse effects on vegetation in the Black Creek valley lands will be minimized by bored tunneling across the valley.

Preferred Alignment Profile



Public Consultation Centre

November 2006

