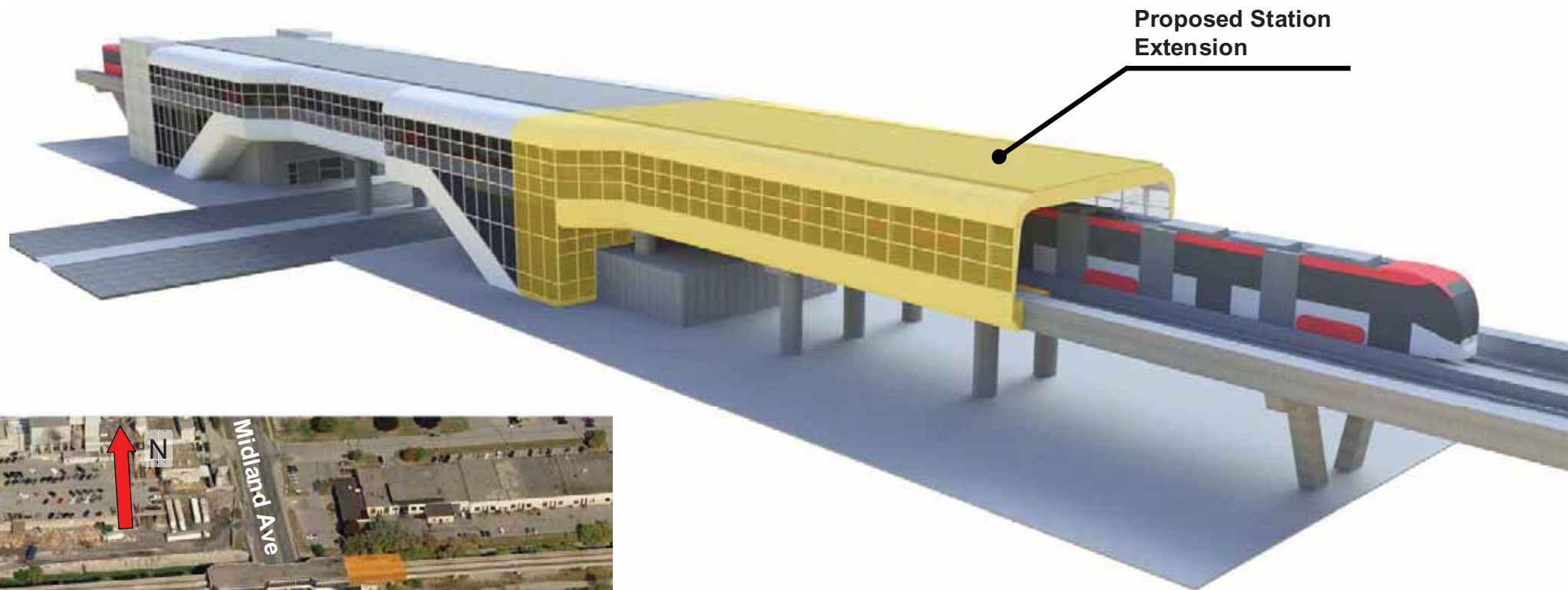


Midland Station

SCARBOROUGH
RT



Scarborough Centre Station

SCARBOROUGH
RT

Proposed Station
Extension












McCowan Station

SCARBOROUGH
RT

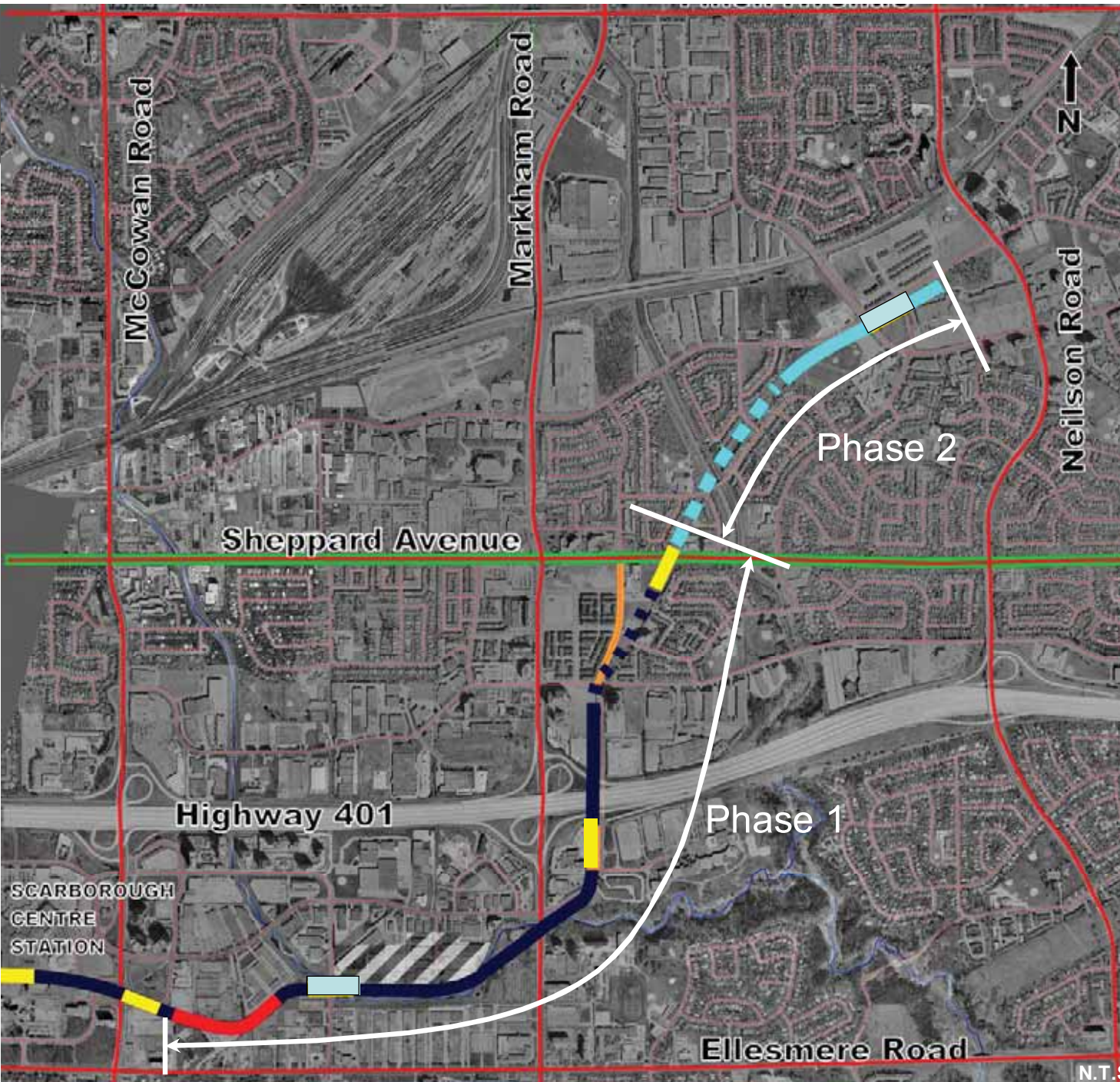


Preferred Extension Alignment

LEGEND

-  SRT station locations
-  Elevated
-  At grade
-  Below grade
-  Phase 2 extension to Malvern
-  Sheppard LRT
-  Future Station
-  Potential Future Maintenance and Storage Facility
-  Service Track

- Phase 1
- SRT will be extended from McCowan to Sheppard Ave.
 - The station at Sheppard will include a bus terminal and passenger pick up & drop off
- Phase 2
- SRT will be extended from Sheppard to Malvern Town Centre, when funding becomes available

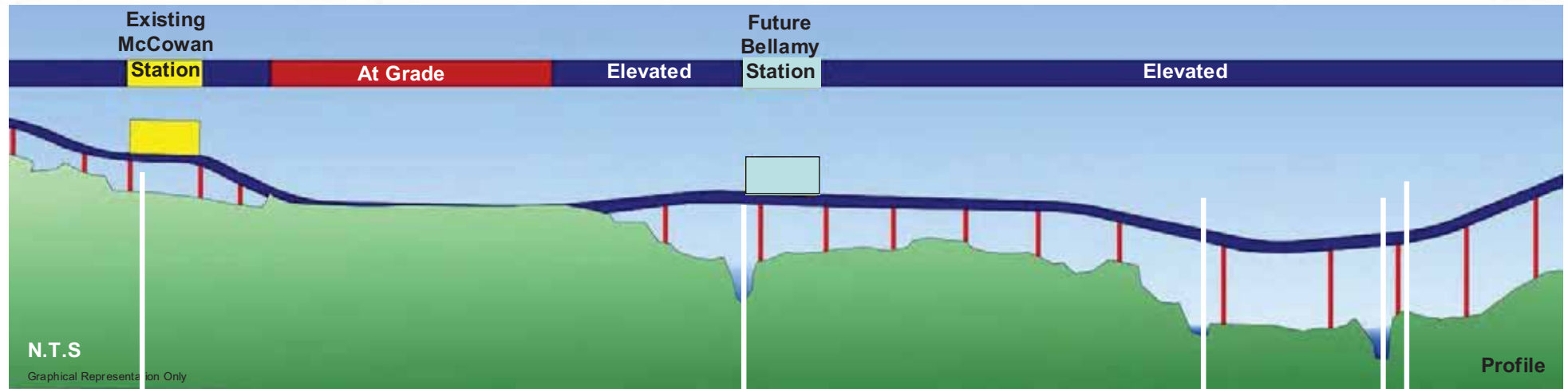


N.T.S



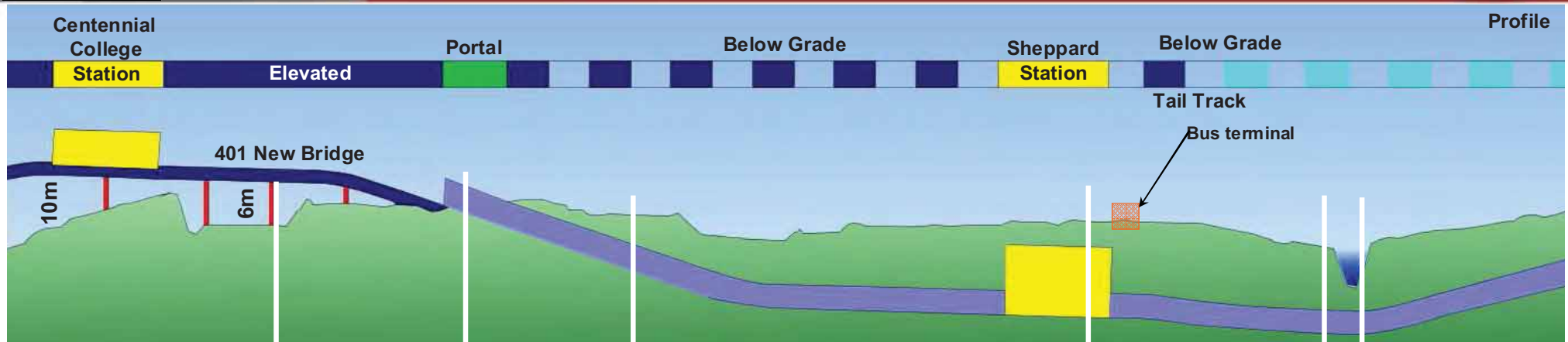
New Preferred Alignment

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RT

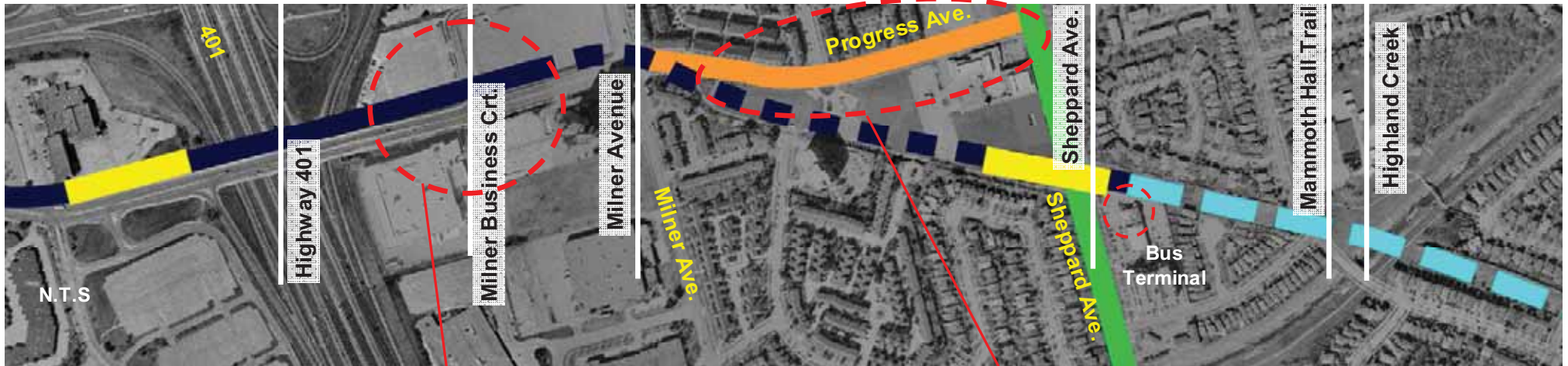




New Preferred Alignment



All below grade sections will be constructed using a cut and cover method of construction (see board #40)

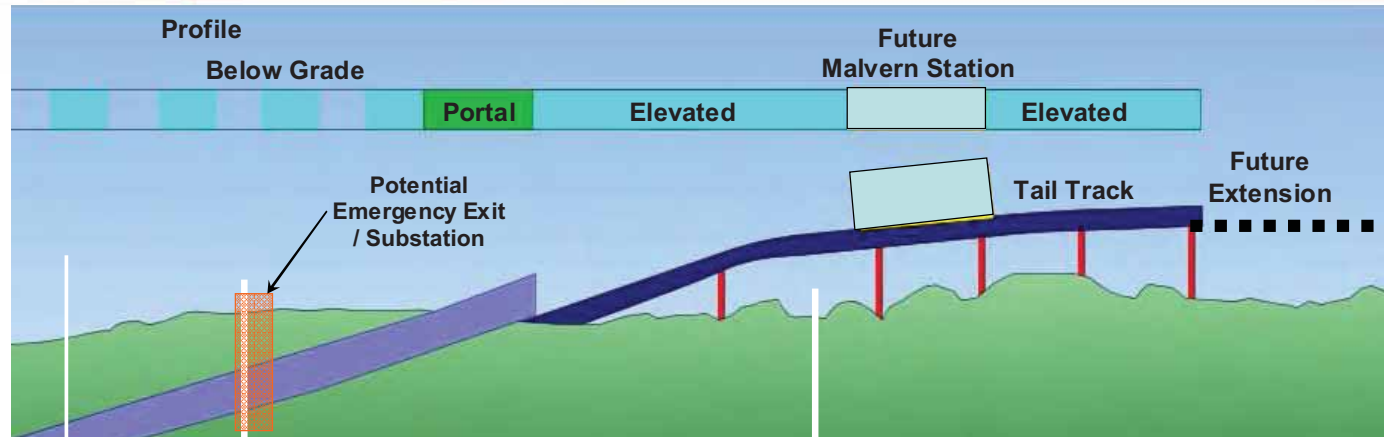


See board #29 for changes to Milner Business court

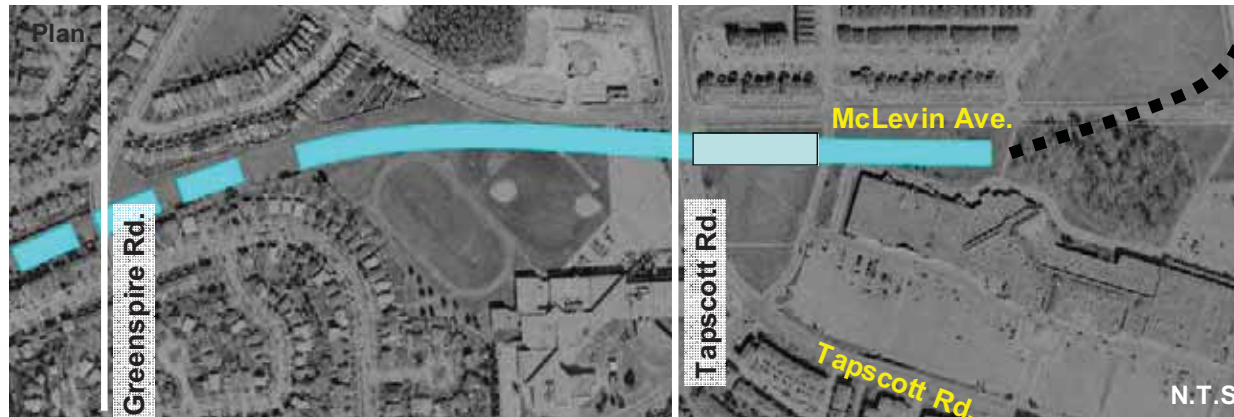
See board #35 for non revenue service connection



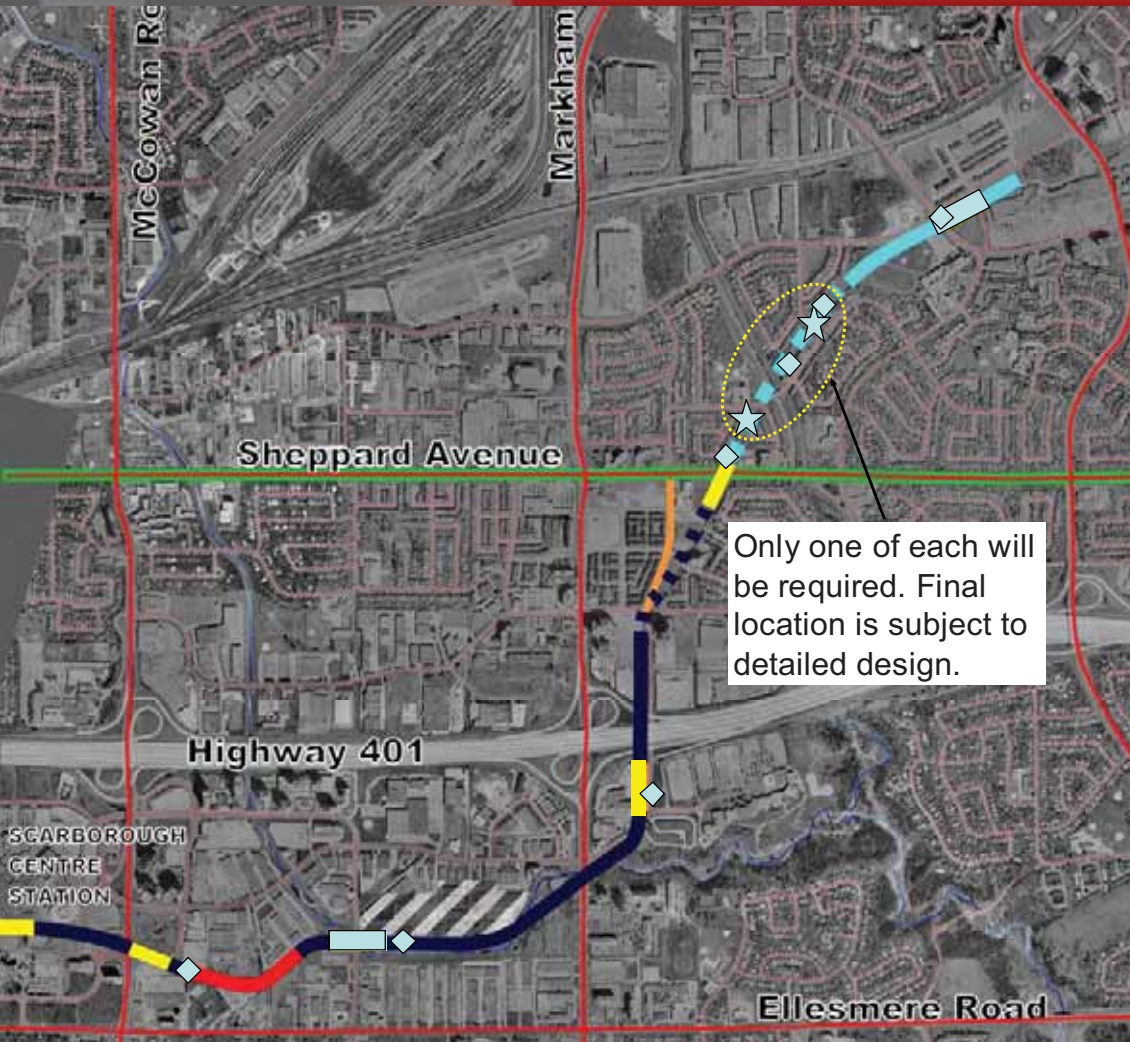
New Preferred Alignment



All below grade sections will be constructed using a cut and cover method of construction (see board # 40)



Supporting Structures



LEGEND

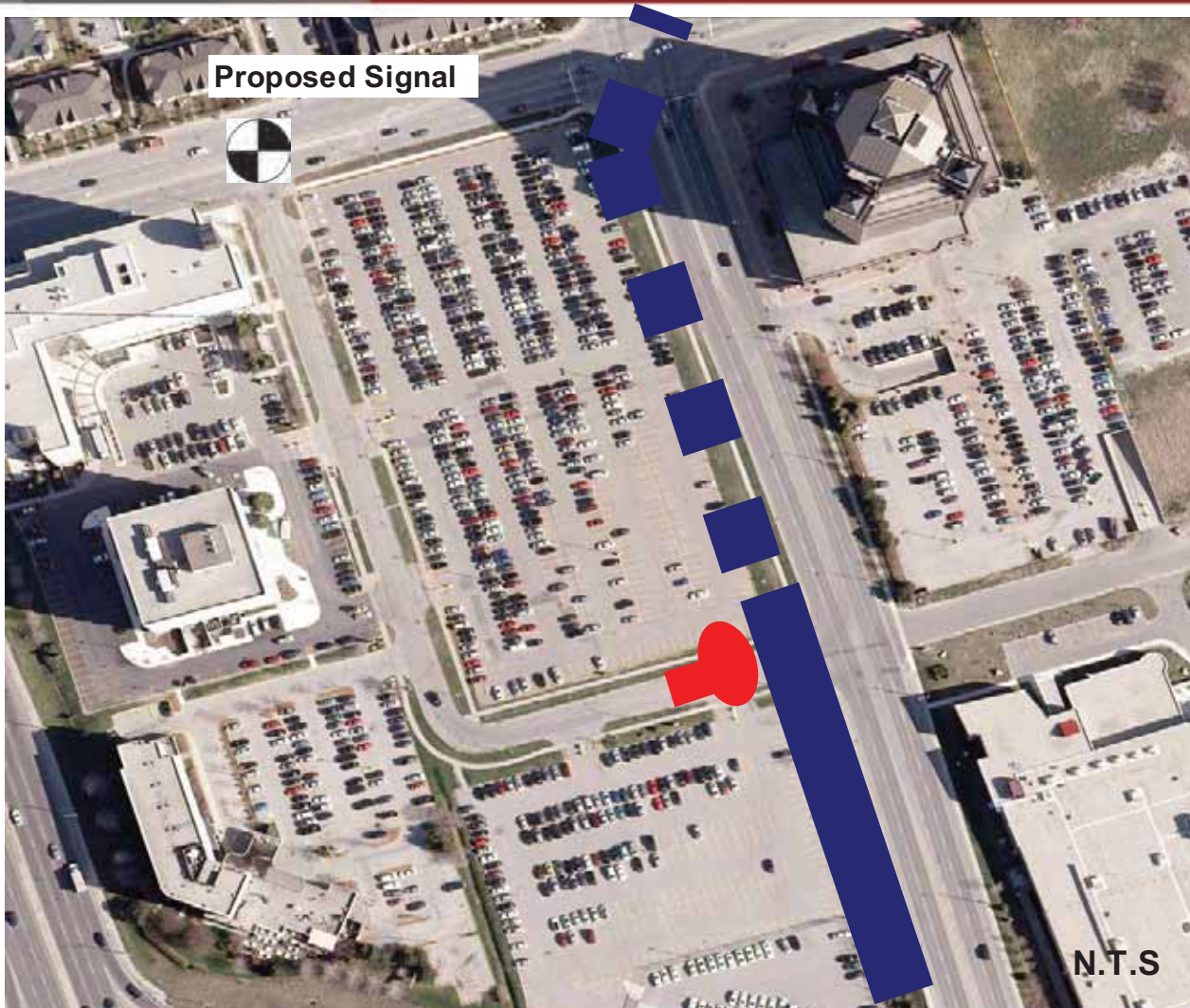
- ★ Possible emergency exit building/pumping station
- ◇ Possible electrical substation
- SRT station locations
- Future SRT station locations
- Elevated
- At grade
- Below grade
- ▨ Potential Future Maintenance and Storage Facility
- Phase 2 Extension
- Service Track



Typical Emergency Exit Building – Sheppard Subway



Typical Electrical Substation



Milner Business Court/Progress Avenue access to be closed

LEGEND

Preferred Alignment

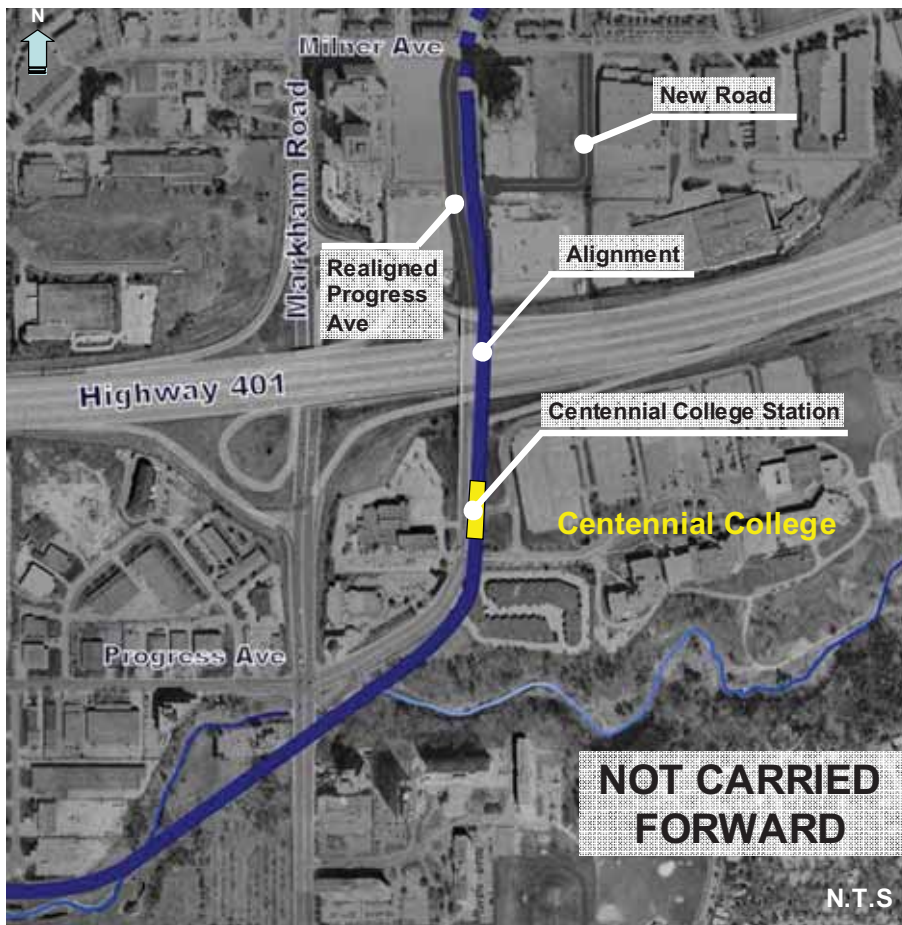
- Elevated
- Below Grade
- Cul-de-sac

Why is Centennial College Station on the west side of Progress?

SCARBOROUGH
RT

Ideally, the station would be on the same side of Progress Ave. as Centennial College Campus. Unfortunately, the impacts to several local businesses plus the significant costs and technical challenges associated with Progress Avenue and the Progress bridge over the 401, resulted in impacts that outweighed the benefits.

March 10 – Centennial College Station on east side of Progress by virtue of westerly realignment of Progress Ave, north of 401



Final – Centennial College Station on west side of Progress



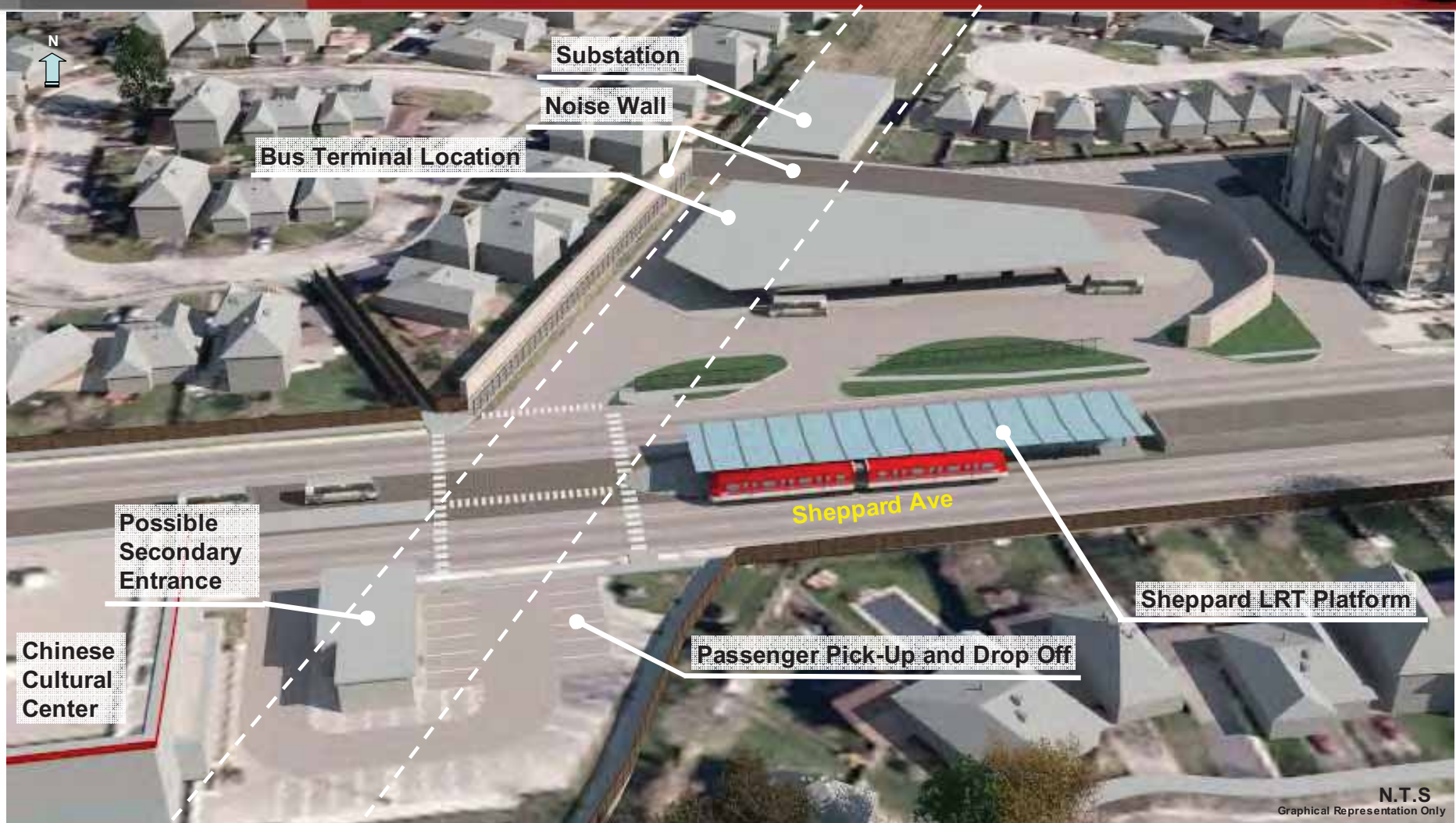
Centennial College Station

SCARBOROUGH
RT



Sheppard Station

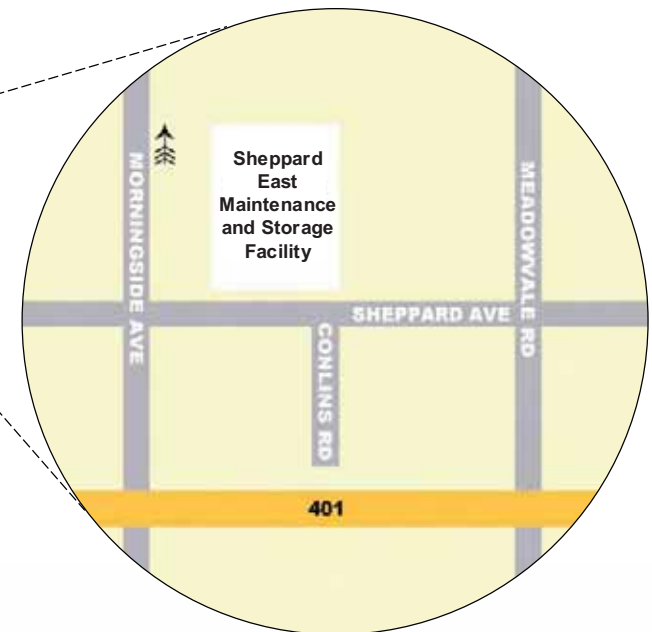
SCARBOROUGH
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Maintenance and Storage Facility

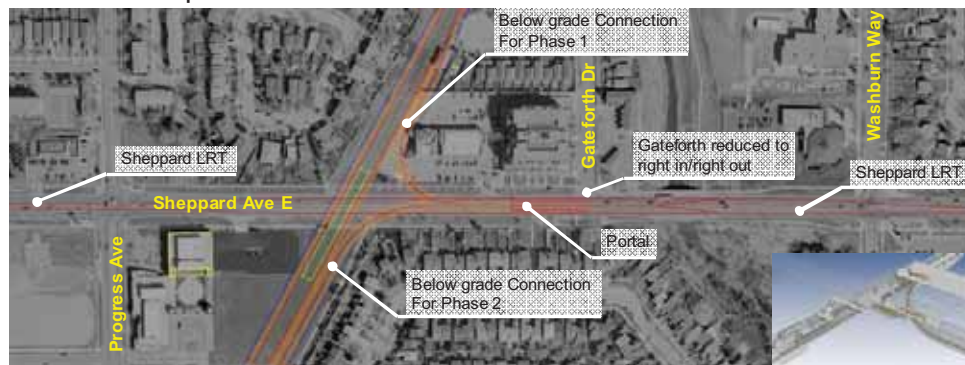
As a result of the decision to use LRT technology:

- SRT vehicles will be maintained at the Sheppard East Maintenance and Storage Facility, to save on operating and capital costs.
- This requires a connection between the SRT and Sheppard LRT lines.
- Until such time as all Transit City lines are constructed, the Maintenance and Storage Facility at Bellamy is not needed.
- TTC will continue to protect the Bellamy site for possible use in the future.



Comparison of Service Track Options

Both options provide operational flexibility without affecting service on the SRT. Both options have adverse effects within the community although the different options affect different areas. The Sheppard connection is significantly more costly to implement and will result in more costs in the future when Phase 2 is implemented. Therefore, the Progress Avenue connection is preferred.



Below grade connection at Sheppard Ave. E.

Criterion	McCowan	Progress at Shep	Below	From Rail Corridor at Progress	Summary
1) Minimal Adverse Environmental Effects	●	●	●	●	The below grade connection at Sheppard is the most preferred as it has the fewest adverse effects to the community but displaced existing houses. The below grade option affects Highland Creek which can be mitigated through improvements to the existing Sheppard bridge. The Progress option impacts the local residential community
2) Support Provision and Enhancement Goals	●	●	●	●	Only the McCowan corridor has the potential to be upgraded for revenue service to meet an Official Plan objective.
3) Sustainability	●	●	●	●	McCowan has the highest impacts to both transit and traffic operations and therefore is least preferred. From a transit operations perspective, both the below grade connection at Sheppard and Progress provides the most flexibility.
4) Cost	●	●	●	●	Due to its length, the McCowan connection has the highest capital cost and requires the most ongoing operation and maintenance cost. The Progress option has a significantly lower capital cost in comparison to all other options. The below grade connection will incur additional costs in the future when Phase 2 is implemented.
Overall Summary	●	●	●	●	
		Carried Forward			

Tracks to run in the middle of the Progress Ave in a dedicated right of way

Special transit signal required to allow trains to cross at grade through intersection.

Portal

Special transit signal required to allow trains to cross at grade through intersection.

Main Line Alignment



Centennial College Station

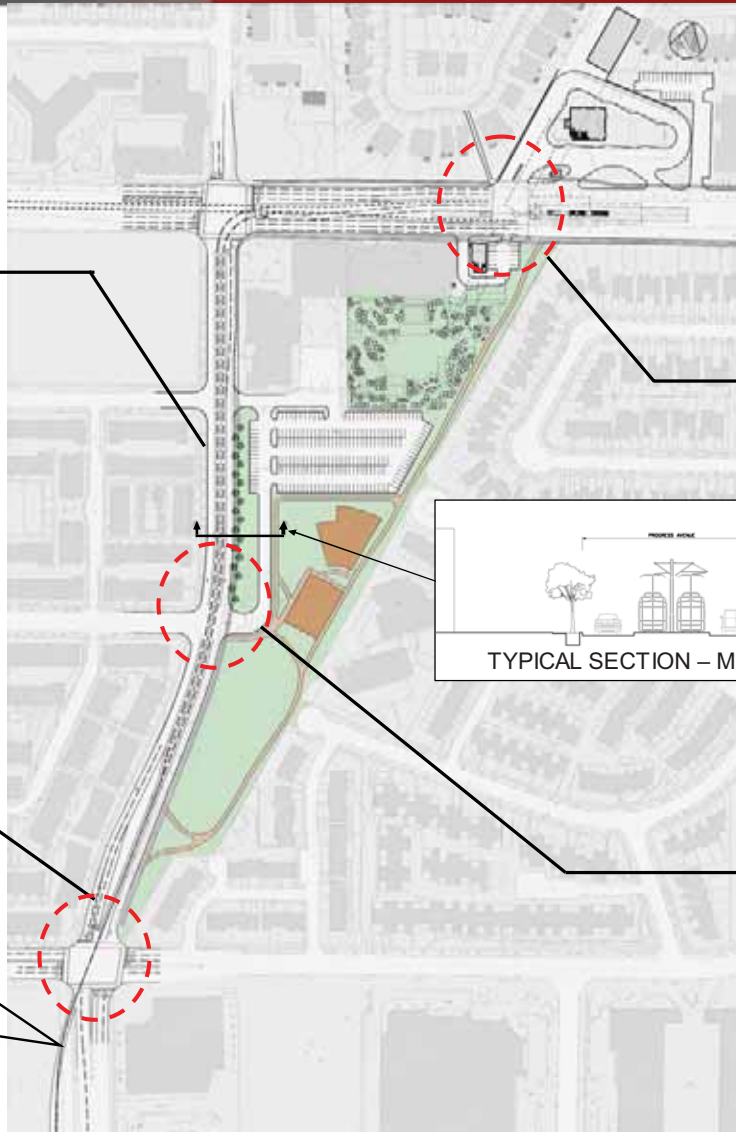
Progress Service Connection

West curb – no change. All widening will be to east side of Progress Ave.

Special Transit signal to allow trains to cross at grade through the intersection



PORTAL



Passengers transfer between the SRT and Sheppard LRT at Sheppard East station

TYPICAL SECTION – MILNER TO SHEPPARD

A new signal and driveway for the community centre will allow traffic to cross the service track

- From approximately 4:45am to 6:15am up to 17 trains will run along Sheppard and then down Progress and enter into passenger service at Centennial station.
- During the day, a small number of trains will use the Progress connection as trains are taken in and out of service around the rush hours.
- From approximately 1:45am to 2:45am up to 11 trains remaining on the line will reverse the process of the morning.