Different approaches depending on project’s impact on property, compensation depends on impact:

1. **3-year temporary easements** for grading and other construction-related work areas.

2. **Permanent easements** for future maintenance of retaining walls, storm-water management ponds, etc.

3. **Partial acquisitions** for strip widenings.

- Registered property interests will need to be acquired from impacted properties. Owners will be notified by York Region staff.
- Other property owners may be asked to sign “Permission to Enter” authorizations if driveway grading or resurfacing is desired; generally no compensation for this.
boulevard: 4-lane road
sidewalk at typical vivastation intersection

- intersection
- crosswalk
- road
- bicycle lane
- street light
- continuity zone
- bench
- pedestrian light
- tree in grate
- furnishing zone
- property line
- pedestrian zone
- tree in planter

information kiosk/
space for public art
Community liaison role

Community liaison specialist is working with property owners, tenants, local businesses, and the general public onsite to:

- Provide timely construction updates
- Be a single point of contact for questions and concerns
- Provide onsite signage and other marketing support materials
- Feature businesses on our website to help attract customers during construction
- Coordinate meetings between project manager, owners and other parties to address individual property concerns/questions

Our public communications and marketing team will be developing strategies to ensure that the public knows what is happening.
preliminary cross section: 4-lane road
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<tbody>
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<td><strong>Property acquisition underway</strong></td>
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<td><strong>Preliminary design underway</strong></td>
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<td><strong>Final design/construction</strong></td>
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Projected completion date **end-2013**
### Engineering and Construction Timelines

#### Projects

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<td><strong>Spadina Subway Extension</strong></td>
<td>- Downsview station to York University</td>
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<td><strong>Yonge Subway Extension</strong></td>
<td>- Finch station to Richmond Hill Centre</td>
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<td><strong>H2</strong></td>
<td>Hwy 7 – Richmond Hill Centre to Pine Valley Drive</td>
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<td><strong>H3</strong></td>
<td>Hwy 7 – Richmond Hill Centre to Kennedy Road</td>
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<td><strong>Y2</strong></td>
<td>Yonge Street – Richmond Hill Centre to 19th Avenue</td>
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<td><strong>Y3.2</strong></td>
<td>Yonge Street – Mulock Drive to Davis Drive</td>
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<td><strong>D1</strong></td>
<td>Davis Drive – Yonge Street to Hwy 404</td>
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<td><strong>G1</strong></td>
<td>Green Lane – Yonge Street to East Gwillimbury GO station</td>
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<td><strong>H1</strong></td>
<td>Hwy 7 – Pine Valley to Highway 50</td>
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<td>Hwy 7 – Kennedy to York Durham Line</td>
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<td>Markham Centre to Don Mills station</td>
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<td>Hwy 7 to Hwy 407/Jane subway station</td>
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<td>Yonge Street – 19th Avenue to Mulock Drive</td>
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<td><strong>Y3.3</strong></td>
<td>Yonge Street – Davis Drive to Green Lane</td>
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#### Legend

- **Concept Design / Preliminary Engineering / Land Acquisition**
- **Construction**

Updated January 2010
how are rapidways built?

Guiding Principles
- Maintain access to business locations
- Minimize disruption
- Maintain 3 lanes of traffic
- Clean and safe work site

Phase 1: Concept Design
- Complete

Phase 2: Preliminary Design
- July 2010 – February 2011
- Development of design elements
- Construction drawings
- Sequencing / scheduling of construction

Phase 3: Construction
- Spring 2011 and forward
- Utility relocation
- Road widening – one side at a time, including boulevards and planting
- Construct rapidways and stations down middle of road
intersection: 4-lane road
mid-block access: left and u-turns

inbound access
access to side streets

outbound access
access from side streets

legend
- permitted turn
- prohibited turn
traffic signal operations

first signal phase
left and u-turns

second signal phase
general traffic, pedestrians
and viva rapid transit

third signal phase
cross street general traffic
and pedestrians
energy-efficient lighting throughout for greater safety and comfort

roof extends up and over Viva vehicles to keep snow and rain off while embarking/disembarking

roof and side panels made of reflective tinted glass for greater visibility and comfort

gently sloping ramp provides easy wheelchair, motorized scooter and stroller access

ample seating inside and out provides greater personal space and comfort

flexible cash, pass and Presto fare machines

arrival/departure screens provide real-time scheduling info plus up-to-the-minute time, weather, news, sports and market headlines

full-time security surveillance and intercom for emergency assistance on platform

tactile pavers along rapidway edge provide greater safety

extended platform length can accommodate multiple Viva vehicles, enhancing embarking/disembarking efficiency

raised platform provides level boarding of Viva vehicles, eliminating the need to climb steps or lift objects

temperature and motion activated heaters in full wind enclosure provide warmth while motion-activated entry doors minimize heat loss

vivastation design elements