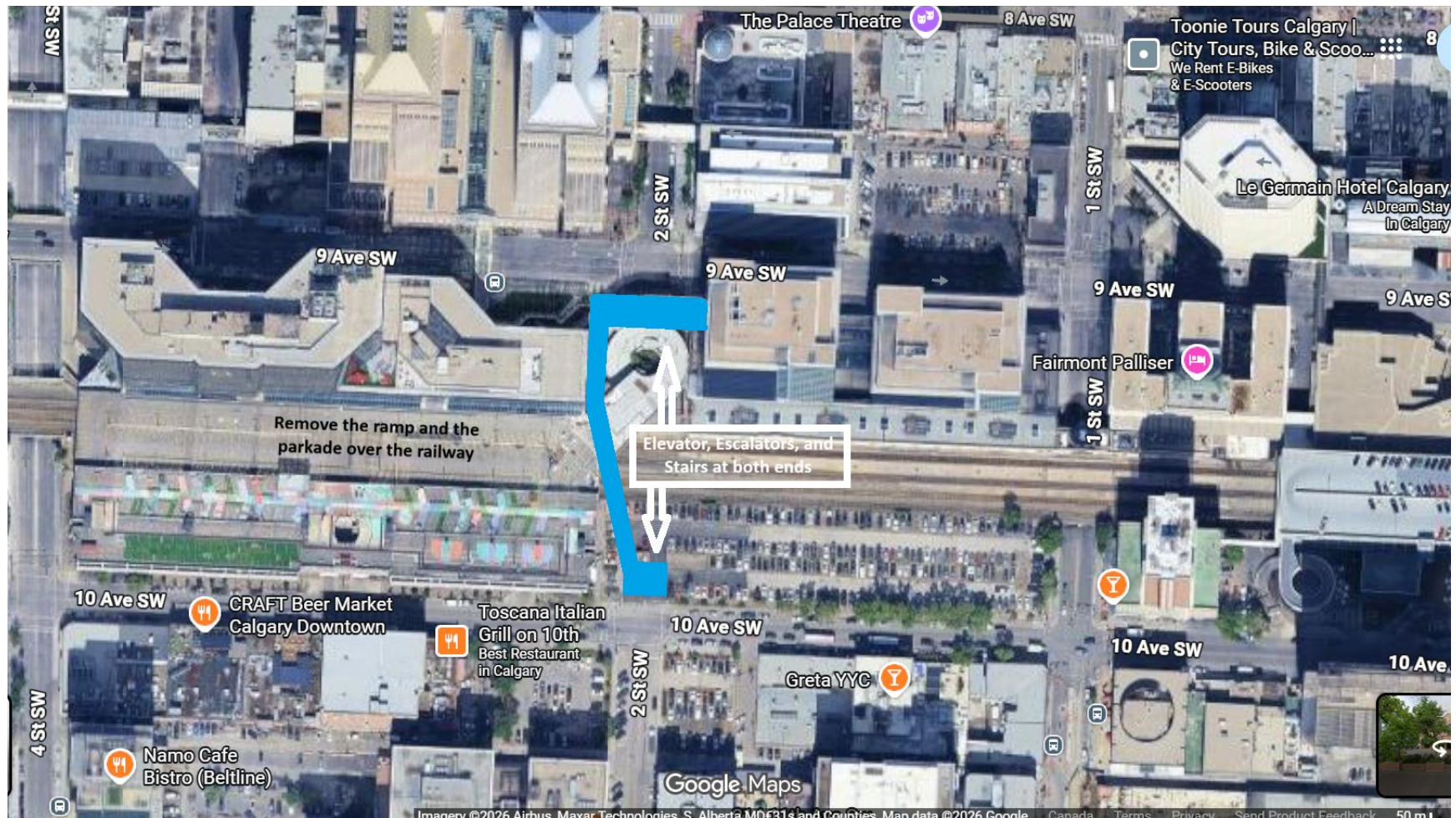


Calgary Green Line Downtown Underground

- The 1.5 km section from Grand Central to 7th Ave would be twin bored tunnels. Metro Vancouver had sink hole issues with the large single bore tunnel on the Millennium Line extension to Coquitlam. The Millenium Line extension along the Broadway corridor used smaller twin boring machines and had no issues. The future 500m underground section north of the 7th Ave station could be cut and cover as there is a transition from underground to above ground.
- There would not be an Eau Claire station as it would be only 500m from 7th Ave SW station and the need to transition the rail line from underground to above ground. The 800m walkable distance to a Skytrain Station is the parameters Metro Vancouver uses.
- Extending the Plus 15 at the south end of 2nd St SW across the CPKC tracks to 10th Ave SW would replace the need for a station on 10th Ave SW which would only be 330m from the 7th Ave station.
- **Cost for the Green Line from Grand Central to 7th Ave.**
 - 1.5km twin bored tunnel \$810 million
 - 2 underground stations \$300 million
 - Catenary \$20 million
 - Rail and ties \$15 million
 - Total \$1145 million

The tunnel cost is based on \$270 million per km for a single bored tunnel mentioned in the Cowichan Valley Regional District: Towards a shared Vision Report.

Beltline Plus 15 Skywalk Access



Disclaimer: The author is not a professional planner or consultant. This is an idea for the Calgary Green Line Downtown section. The calculations are as accurate as possible based on information available.