

# Eglinton Crosstown West Extension

## Land acknowledgement

Metrolinx wishes to recognize the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat peoples. We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

In particular, we acknowledge that the Eglinton Crosstown West Extension project is occurring on the traditional lands of the Mississaugas of the Credit First Nation, as well as the Six Nations of the Grand River and Confederacy Chiefs Council.

## Safety moment

Safety is a key commitment to the communities we operate and build in.

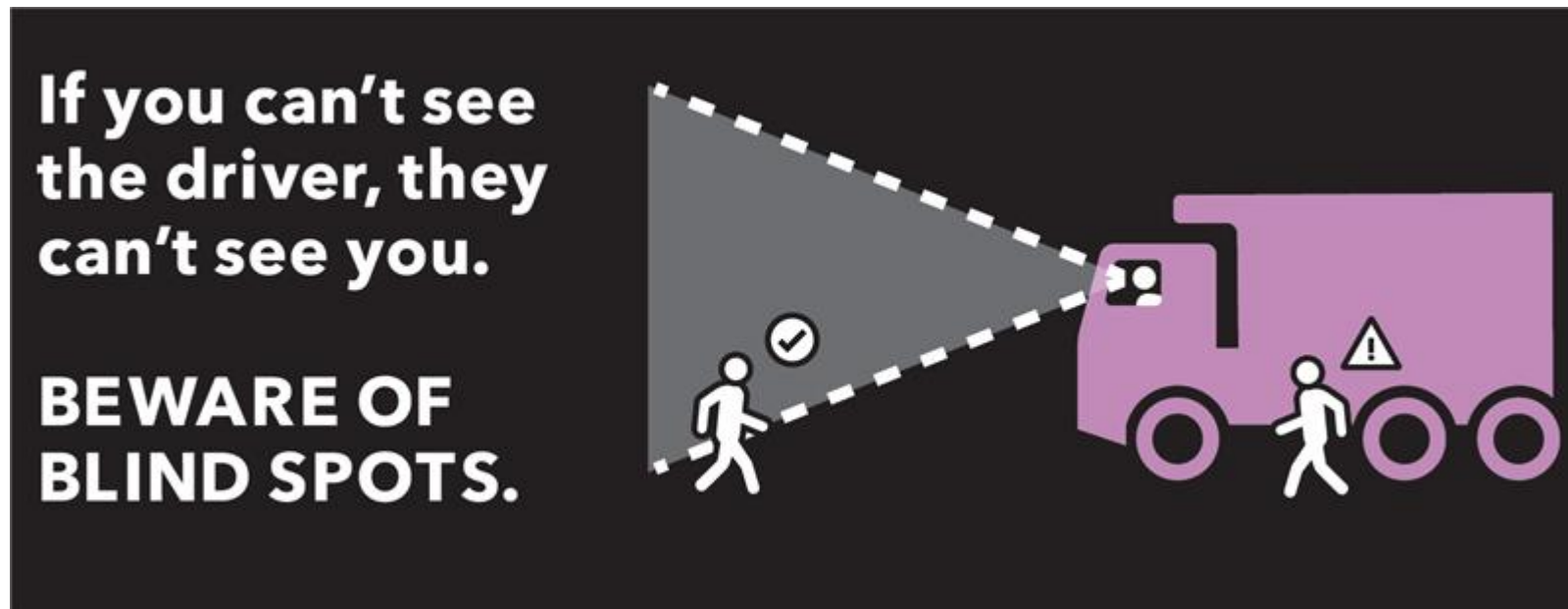
Construction has begun which means trucks and machinery are moving in and out of the site at Eglinton Avenue West and Renforth Drive.

Staff are trained to ensure the safe movement of vehicles.

**Everyone has a role in safety.**

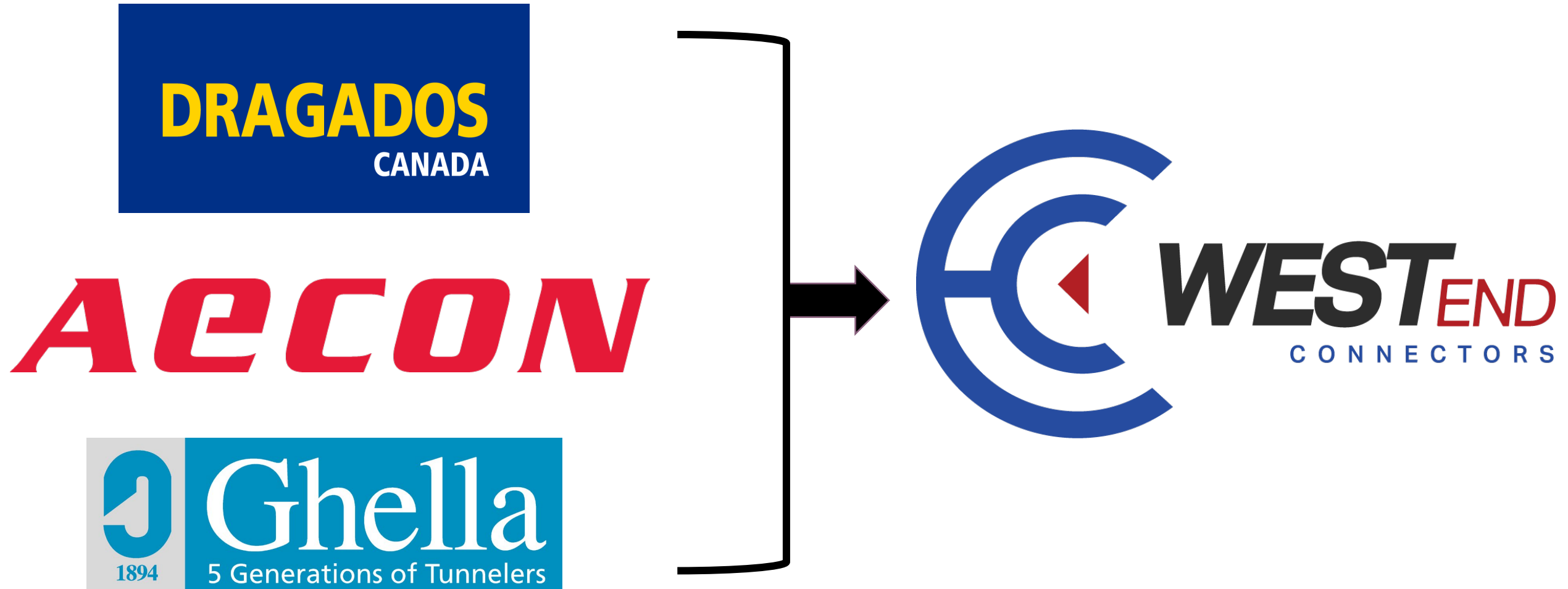
Cross at designated crosswalks and obey construction signage in the area.

Exercise caution while sharing the road with trucks.



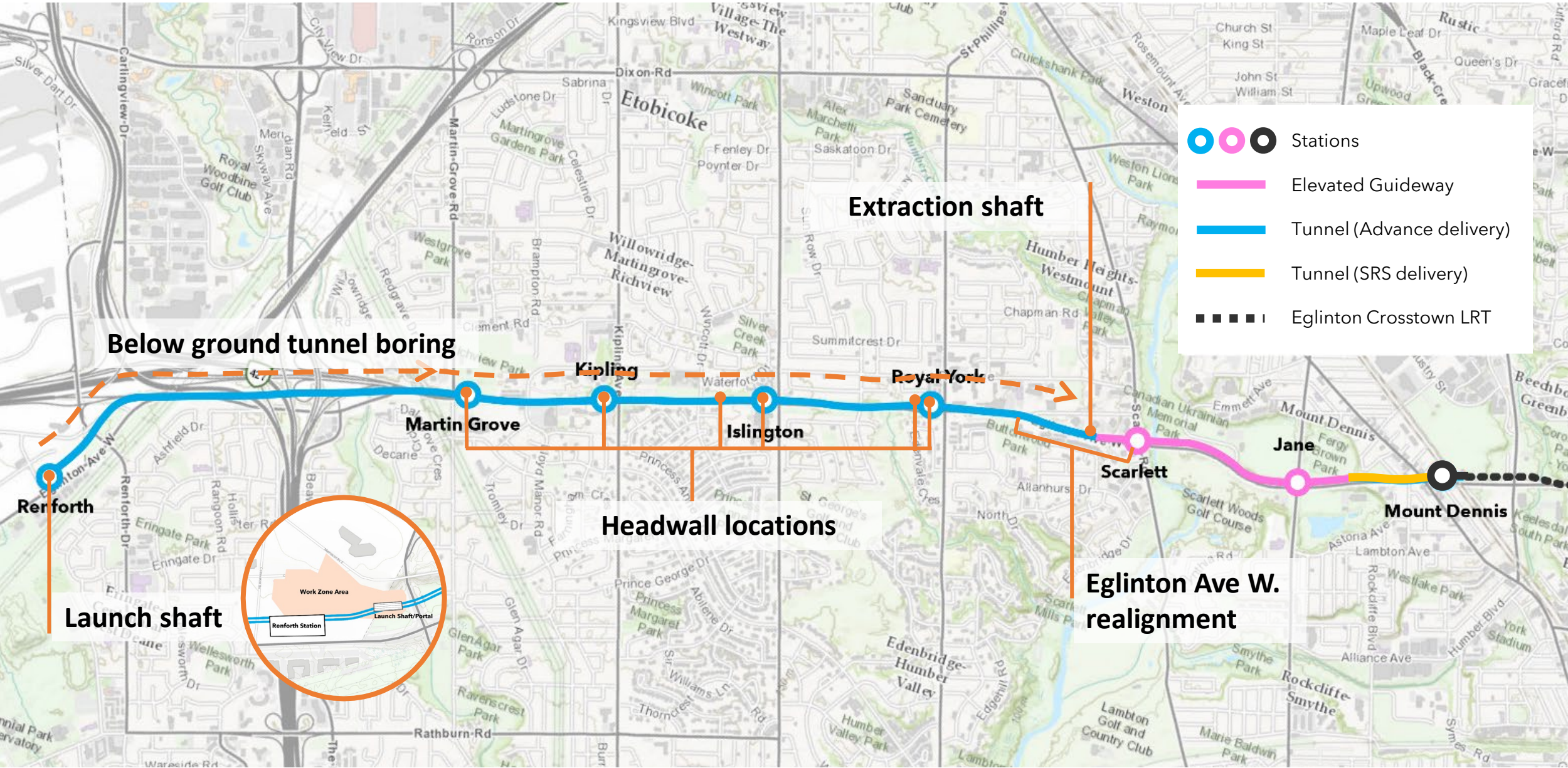
## Who are we?

West End Connectors are a construction joint venture made up of three companies:

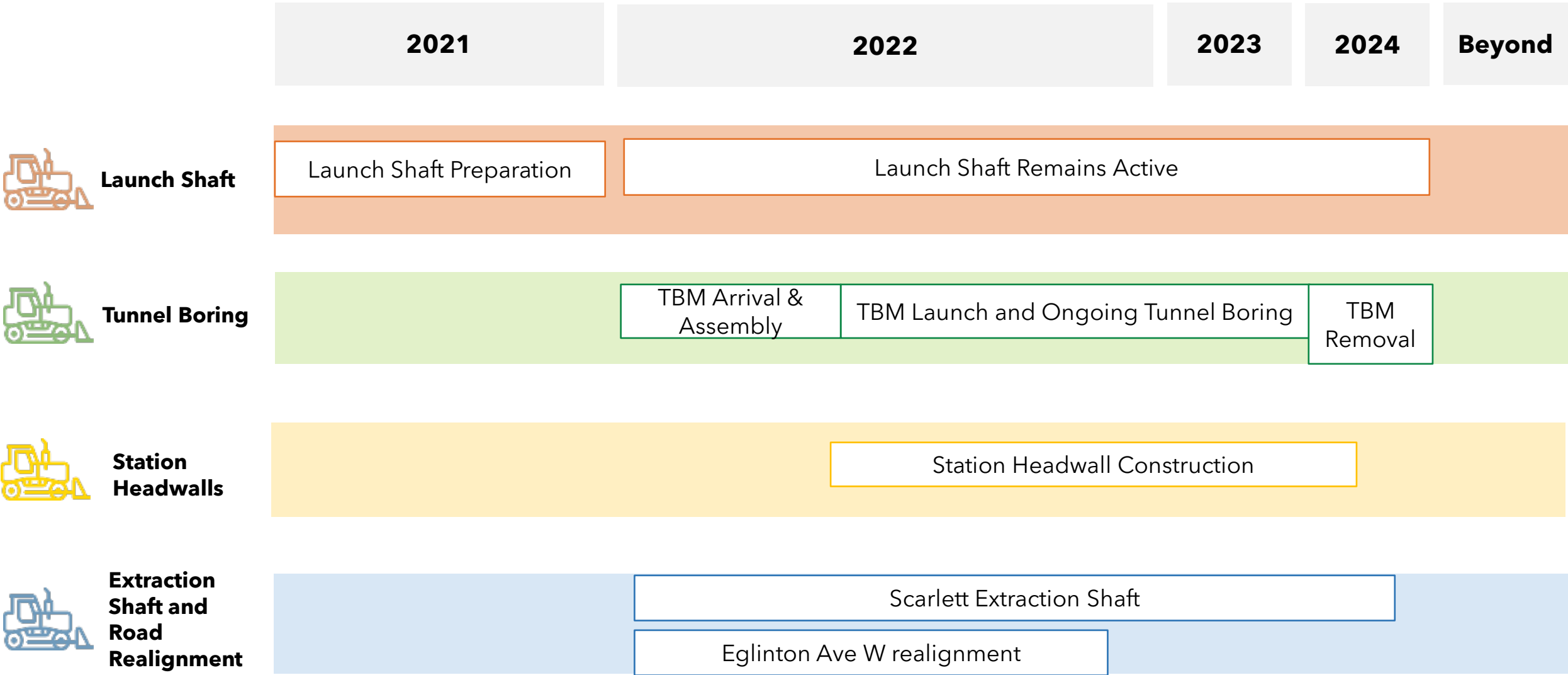




# Advance Tunnel Contract Scope



# Tunnel Timeline





# Happening Now

## Work to prepare the tunnel boring machine launch shaft is underway

- Installing safety fencing and signage around the site
- Setting up trailers and work zones
- Delivering equipment and drill rigs

## Piling begins in July

- Holes will be drilled 10-17 metres deep, depending on location, and filled with concrete to form 'piles' that make up the walls of the launch shaft
- 250 piles in total

## Piling is expected to be complete in the fall

- Some overnight hours and Saturday daytime work will be required
- Nearby residents will be informed in advance





# Tunnel Boring Machines

**Two tunnel boring machines (TBMs) will dig two 6km tunnels (twin-tunnels)**

- Each tunnel will be 5.75 metres internal diameter
- TBMs operate up to 20m underground

**Tunnelling is done with two tunnel boring machines (TBMs)**

- The TBMs are made in Germany by Herrenknecht, a world leader in manufacturing these machines
- Each TBM can tunnel 75 metres per week
  - Approximately 20 months to tunnel the entire extension
- 500 cubic metres of earth can be removed each day for a project total of 400k cubic meters
- TBMs operate around the clock with some scheduled maintenance days

**Stay tuned: TBM naming competition to come!**





# Built by Aecon/Dragados: ECLRT East Tunnels 2013-2016





## How are headwalls constructed?

- Headwalls are constructed to support the tunnel at the four underground stations and two emergency exit buildings.
- The TBMs bore through the headwalls, therefore they must be built in place prior to the TBMs arriving at each site.
- Stay tuned for a detailed schedule of when headwalls will be constructed at each location.



**Aecon/Dragados built headwalls for the Eglinton Crosstown East Tunnel contract**



# Noise and Vibration Management Approach

## Launch Shaft

Transit construction brings noise and vibration. Metrolinx and the West End Connectors are committed to minimizing and managing these impacts.

Noise and vibration is continuously monitored, 24-7.

Data will inform the implementation of any additional mitigation measures as necessary, and with your input.

Public complaints will be addressed in a timely manner.

**Monitors currently in place. (1-2 more will be installed)**





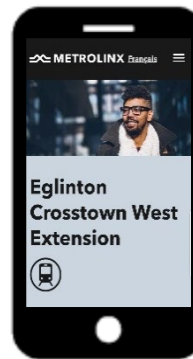
## Contact us

Your feedback is vital in helping us to move the ECWE forward in a way that strengthens the community. We are grateful for your input.

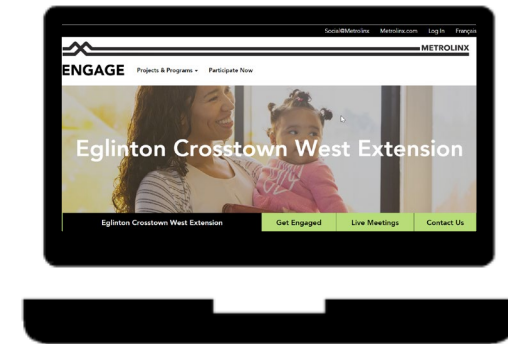
To stay up to date on upcoming virtual events and the latest ECWE news, sign up for our e-newsletter at **[Metrolinx.com/eglintonwest](https://metrolinx.com/eglintonwest)**



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