

Eglinton Crosstown LRT

Progress Update

DECEMBER 8, 2023

As part of the briefing process, Metrolinx will continue providing updates on five main work streams that are most critical for reaching completion on the Eglinton Crosstown LRT (ECLRT):

- 1. Remaining construction**
- 2. Testing and commissioning for safety and reliability**
- 3. Certification of design**
- 4. Certifying stations and facilities for safe occupancy**
- 5. Operator training**

As CTS progresses in each of these five work streams, there will be less unexpected risks remaining in the overall schedule. Updates on other workstreams will continue to be added at upcoming briefings.

PROJECT DASHBOARD

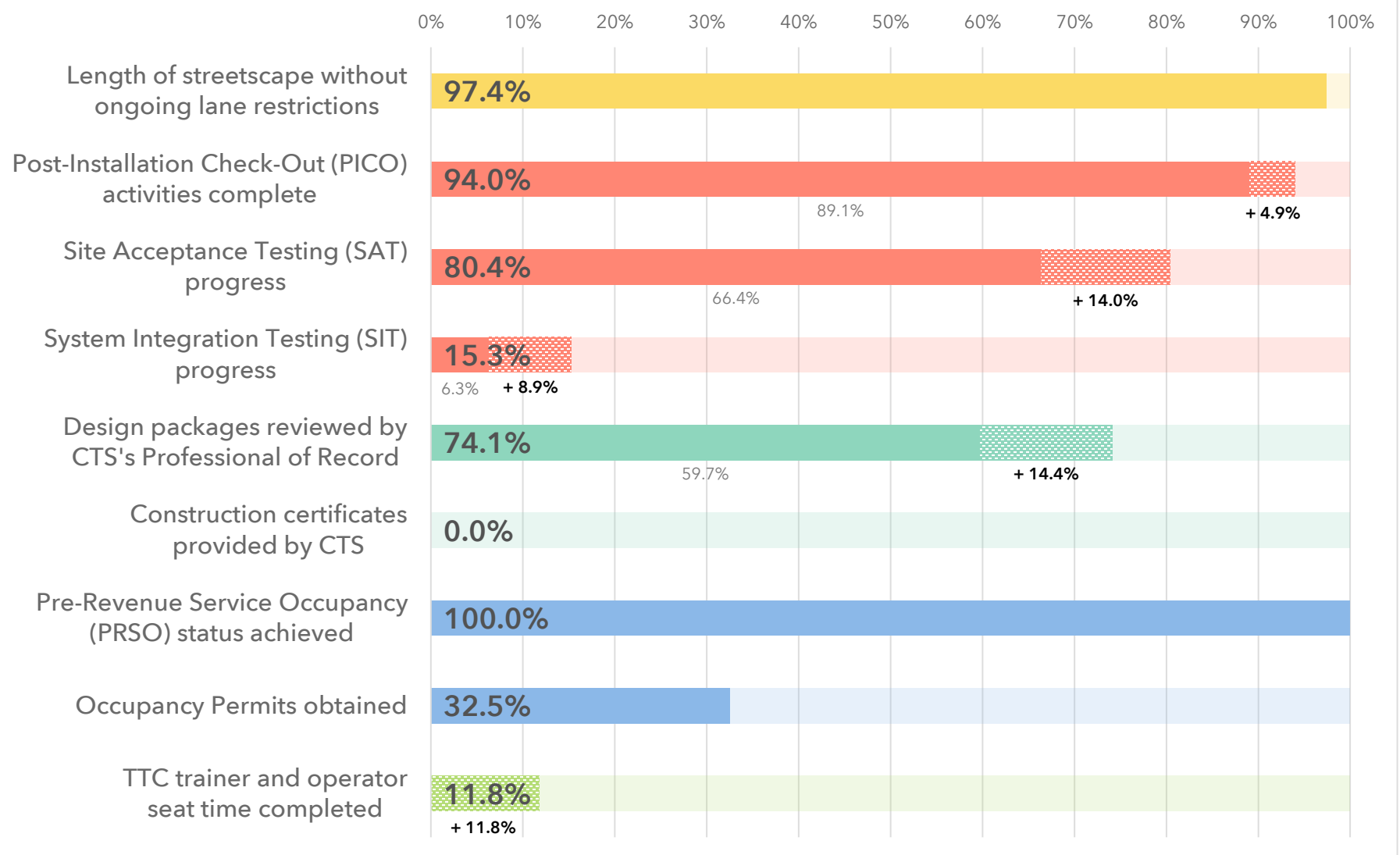
1. REMAINING CONSTRUCTION

2. TESTING AND COMMISSIONING FOR SAFETY AND RELIABILITY

3. CERTIFICATION OF DESIGN

4. CERTIFYING STATIONS AND FACILITIES FOR SAFE OCCUPANCY

5. OPERATOR TRAINING



*Data as of December 4, 2023

+ Changes from last briefing on Sept 27

TESTING & COMMISSIONING

Rigorous testing is underway and until this is independently confirmed as complete, the project is not ready to accommodate passengers safely and reliably.

While CTS continues to make positive headway, their rate of progress since the last briefing has continued to be slower than their past predictions:

- Post-Installation Check-out (PICO) tests, for 41,484 assets, of which 38,998 (94.0%) are currently complete, **an increase of 4.9 percentage points since the last briefing.**
- Site Acceptance Testing (SAT), for 35,856 assets, of which 28,814 (80.4%) are currently complete, **an increase of 14.0 percentage points since September.**
- 858 System Integration Test (SIT) activities, of which 131 (15.3%) are currently complete, **an increase of 8.9 percentage points since our last briefing.**

Some tests have been performed that have prompted rectification efforts and need to be redone. This results in a degree of unpredictability to testing timelines.

Non-conformances:

Non-conformances continue to be addressed and currently sit at 190. This is an improvement from 225 in September 2023.

Deficiencies:

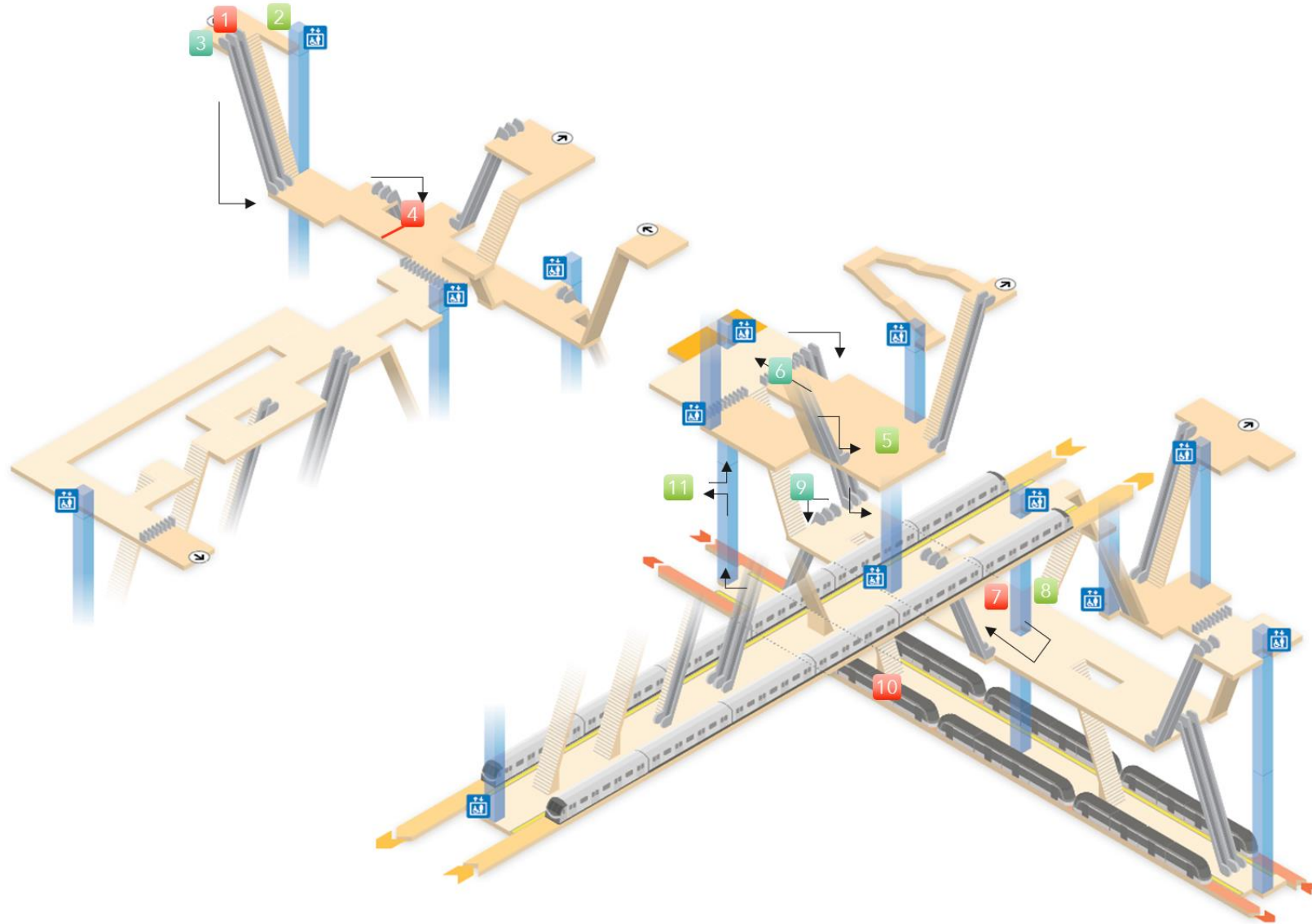
As we prepare to finalize the station, we walk through with CTS to identify what needs to be remedied. These deficiencies are categorized as major or minor. Deficiency identification and rectification is expected on a large, complex project like the ECLRT. Deficiencies are continuing to be rectified by CTS within the fixed price they bid.

Certification of design:

Finished construction must be validated against design by CTS's Professional of Record (PoR) and then presented to Metrolinx and the Independent Certifier for their review and acceptance. To date, 383 of 517 packages (74.1%) have been reviewed and signed off by CTS's PoR, **an increase of 14.4 percentage points since the last briefing.**

These packages then culminate in 46 Construction Certificates that will be required for handover.

EGLINTON STATION TOUR MAP



- 1 Project Dashboard
- 2 Remaining street reconstruction
- 3 Fire Panel
- 4 Temporary wall - interface with legacy TTC station
- 5 Fare-unpaid circulation to all four corners with third party connections
- 6 Faregate location
- 7 Site of defect on underside of 1950s TTC box
- 8 Direct connection between Line 1 and Line 5
- 9 Public Art
- 10 Platform Level
- 11 Fan Room

STREET LEVEL CONSTRUCTION



Remaining road surface work

- ~400m stretch from Duplex to Dunfield remains restricted with physical construction underway, however a road flip recently reopened the south side of the street.
- Throughout construction, an area of roadway **larger than a football field** was placed on temporary road decking.
- Road decking is progressively being removed and the majority has now been backfilled to grade.
- We are now working on the north side where there is less utility service work as compared to the south.
- **Roads and sidewalks will be returned to the public by early 2024.**

FIRE PANEL

- The fire panel is the main system that communicates fire alarm and tunnel ventilation information.
- **At Eglinton Station, there is a complex integration of old and new systems that were upgraded and modernized to protect the safety of customers.**
- Should a fire occur, the system can now isolate an incident without impacting service on the rest of the line.
- At this time, Post-Installation Check-out tests & Site Acceptance testing work is almost complete.
- System Integration Testing will ensure train control systems, fire alarms, tunnel fans and passenger visual information system all work in unison.



Mechanics of the fire panel system

STATION BOX



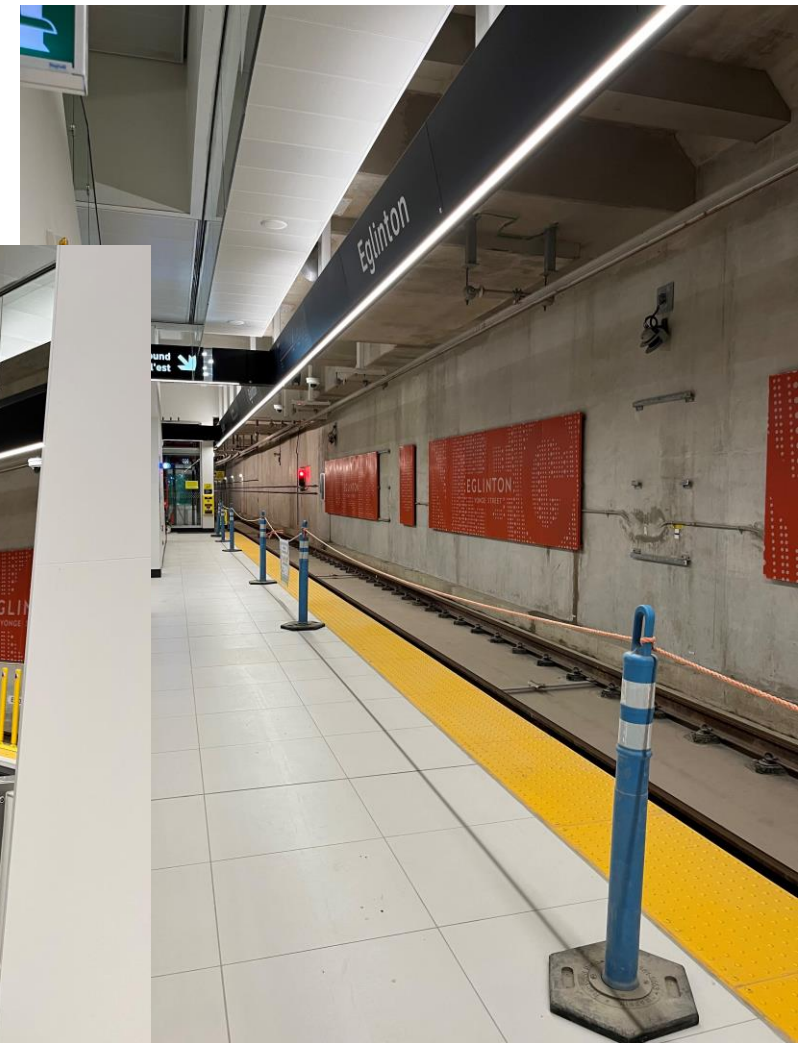
Before: Underside of TTC station box



Today: Upgraded and covered TTC station box

PLATFORM LEVEL

- Future ECLRT riders will be able to hop on and off the trains here and travel across town 60% faster than before.
- Platform work is largely completed.
- **The Guideway Intruder Detection System will automatically trigger safety announcements should a rider go too far into the yellow tactile strips.**
- In addition, cameras will help drivers monitor and keep customers safe. There are 110 CAMS (CCTV) and four monitors for security purposes.



Platform level viewpoints

FAN ROOM

- **The tunnel vent chambers are a key fire management system that help direct air to different locations and shut it off in others.**
- There are four massive fans at Eglinton Station and four at Cedarvale, the other ECLRT interchange station.
- Tunnel ventilation is tested to Site Acceptance Test levels and is working well.
- System Integration Testing will ensure train control systems, fire alarms, tunnel fans and passenger visual information system all work in unison.
- Ventilation in tunnels this deep underground can have very poor air quality which the fans also rectify.



Large emergency fan unit

