

Ontario Line

Construction Liaison Committee

Pape-Riverdale

November 26, 2024

AGENDA

1. Follow-up from the November 19 Meeting

- Noise, vibration and air quality monitor locations
- What to expect in early 2025
- Setup for the micro tunneling
- Further explanation on Exclusion Zone during subway tunneling

2. Discussion

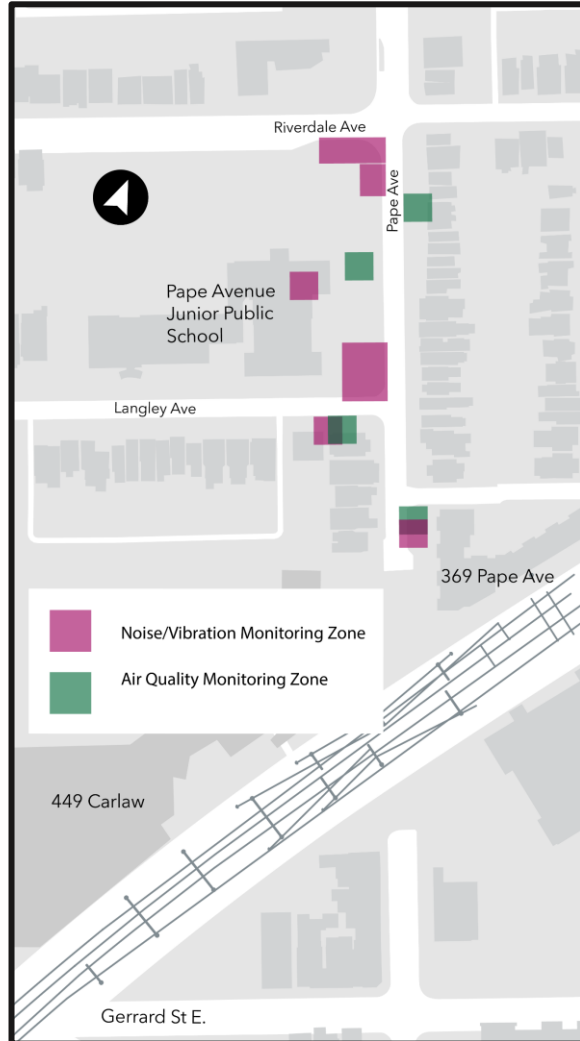
- Time to discuss and answer any follow-up questions you may have.

3. Feedback on the November 19 Meeting

- Your feedback
- How would you like to be engaged?

Follow-up from the November 19 Meeting

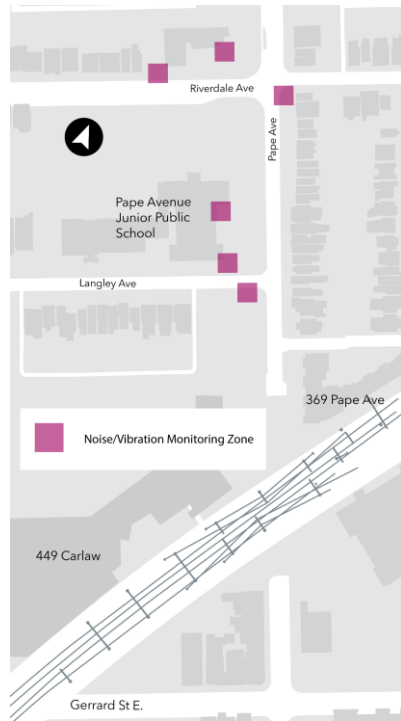
Map of noise, vibration and air quality monitor locations



- There is a total of seven (7) air quality monitors in the Pape-Riverdale area.
 - Four (4) air quality monitors are outdoors, upwind and downwind of ongoing work.
 - Three (3) air quality monitors are located within Pape Avenue Junior Public School.
 - One is in the basement, one is on the ground floor, and one is on the second floor.
- There are currently eight (8) noise monitors in the Pape-Riverdale area.
- Monitor locations are in place for ongoing Telus relocations works.

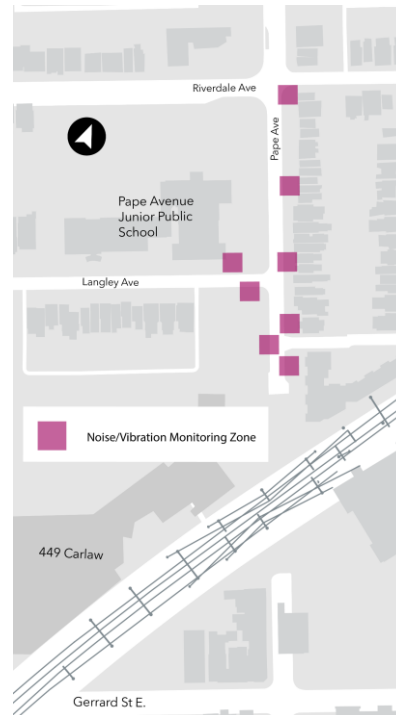
Map of proposed noise monitor locations.

1



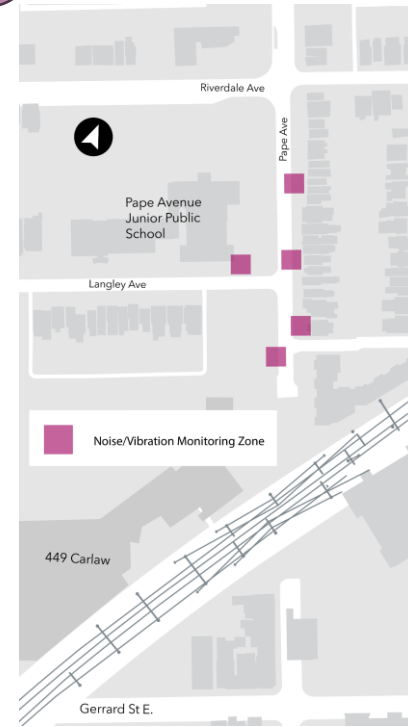
Noise monitoring for micro-tunnelling, launch shaft, and receiving shaft.

2



Noise monitoring for combined sewer works.

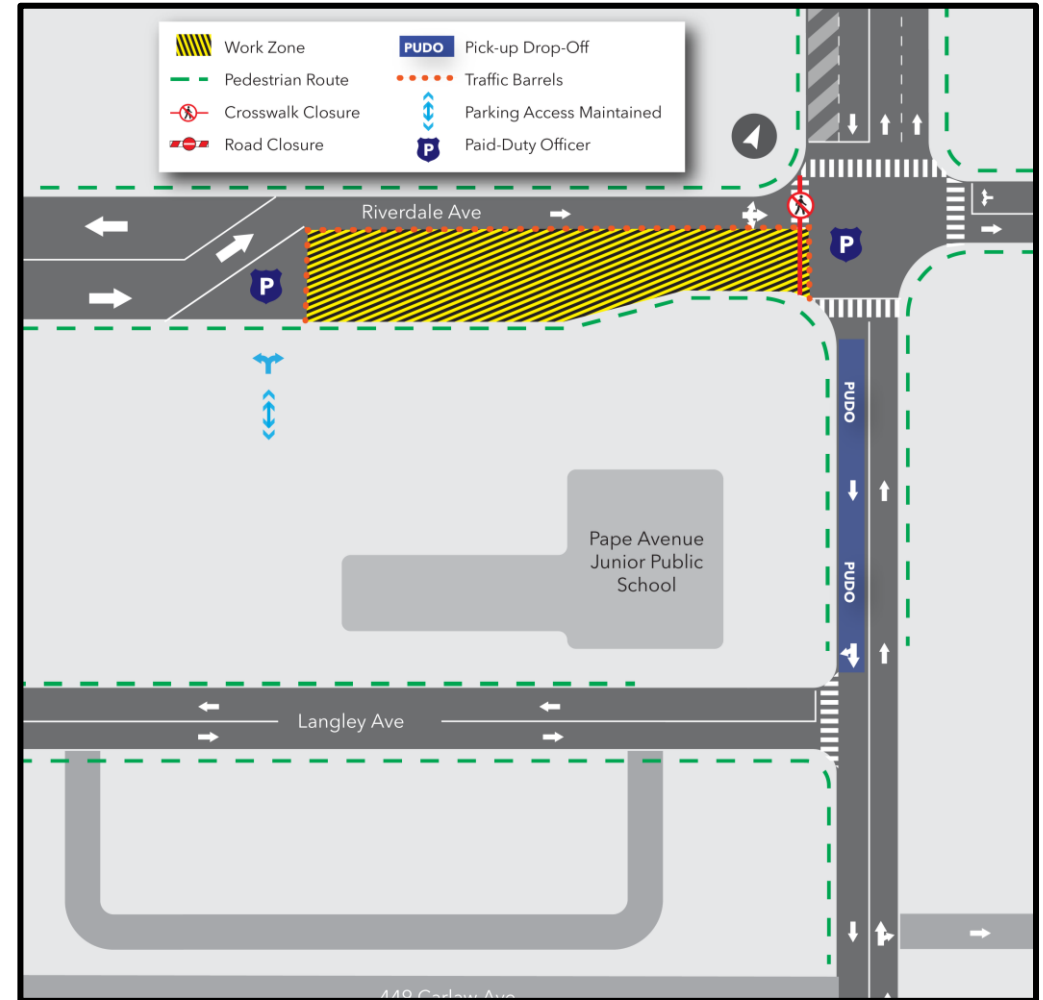
3



Noise monitoring for existing storm sewer removal and watermain works.

What to Expect in Early 2025

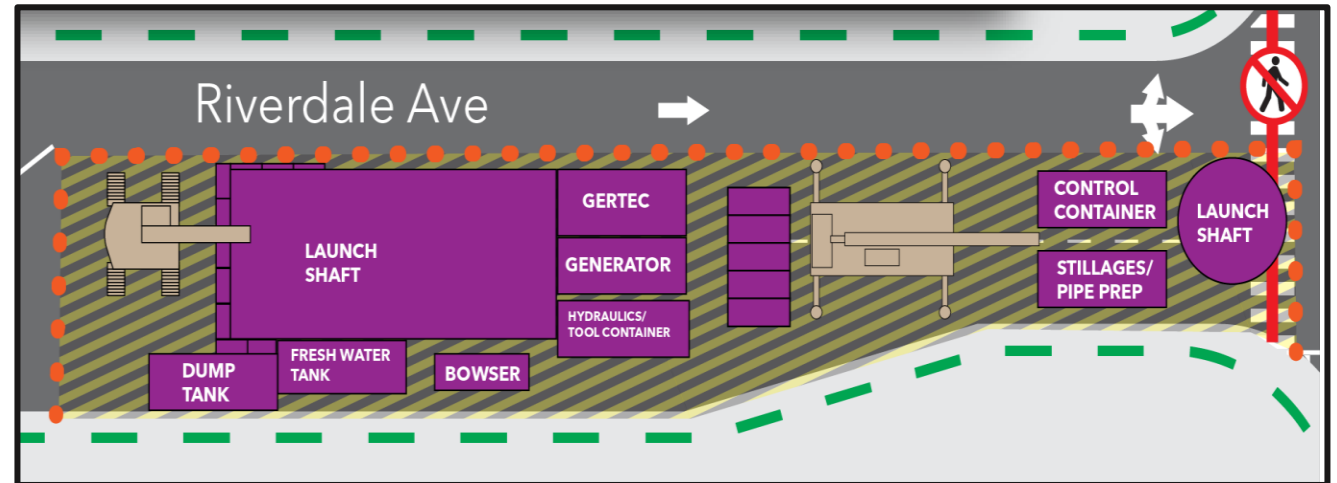
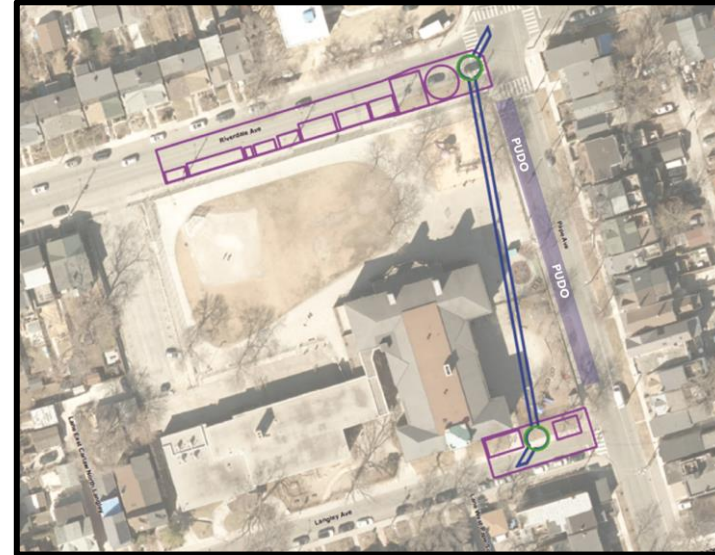
- First stage of storm sewer work will involve construction of a launch shaft on Riverdale for the micro-tunnel.
- There will be lane closures on Riverdale Ave, reducing traffic flow to 1 lane Eastbound.
- The north-south cross walk on the west side of the Pape-Riverdale intersection will be closed.
- The school Pick-Up-Drop-Off (PUDO) will be relocated to Pape Avenue.
- Langley will remain open during this initial stage.
- A southbound detour for 72 Pape will be required.
 - TTC, in collaboration with Metrolinx, the City of Toronto, and local stakeholders are developing the detour details.
 - A decision is expected in early December.
- The micro-tunnel plant setup will follow, after the launch shaft is built.



Note: Draft Staging - Subject to Change

Setup for the Micro-Tunnelling

- After launch shaft construction is complete, new equipment will be mobilized to begin micro-tunnelling.
- Riverdale will continue to be reduced to one eastbound lane, east of the entrance to the PAJPS parking lot
- The entrance of the parking lot will remain open
 - Entry and exit for eastbound and westbound traffic will be maintained by traffic support personnel/ paid-duty officer
- The north-south cross walk on the west side of the Pape-Riverdale intersection will continue to be closed.



Note: Draft Staging - Subject to Change

Tunnel Boring Machine Zone of Influence

What is a zone of influence?

The zone of influence is the area which can be affected indirectly by construction work.

- The zone of influence of the eastbound tunnel boring machine includes the properties of 385 - 433 Pape Ave
- The zone of influence of the westbound tunnel boring machine includes the playground of Pape Avenue Junior public school.
- The building for Pape Avenue Junior Public School is not included in the zone of influence.

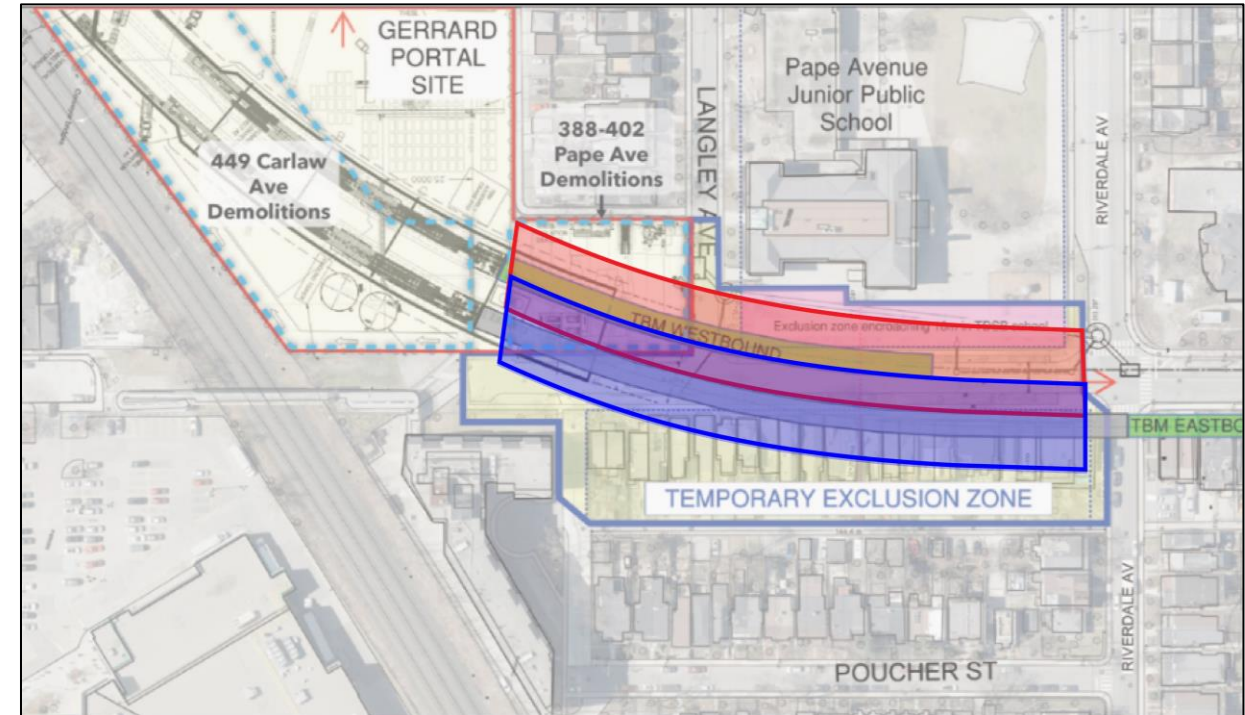
What is an exclusion zone?

An exclusion zone is used as a standard process to support construction worker and community safety. The exclusion zone defines where people cannot enter while the tunnel boring machine passes by.

By having an exclusion zone, we can:

- Ensure safe operations
- Prevent damage to equipment
- Maintain a secure working environment

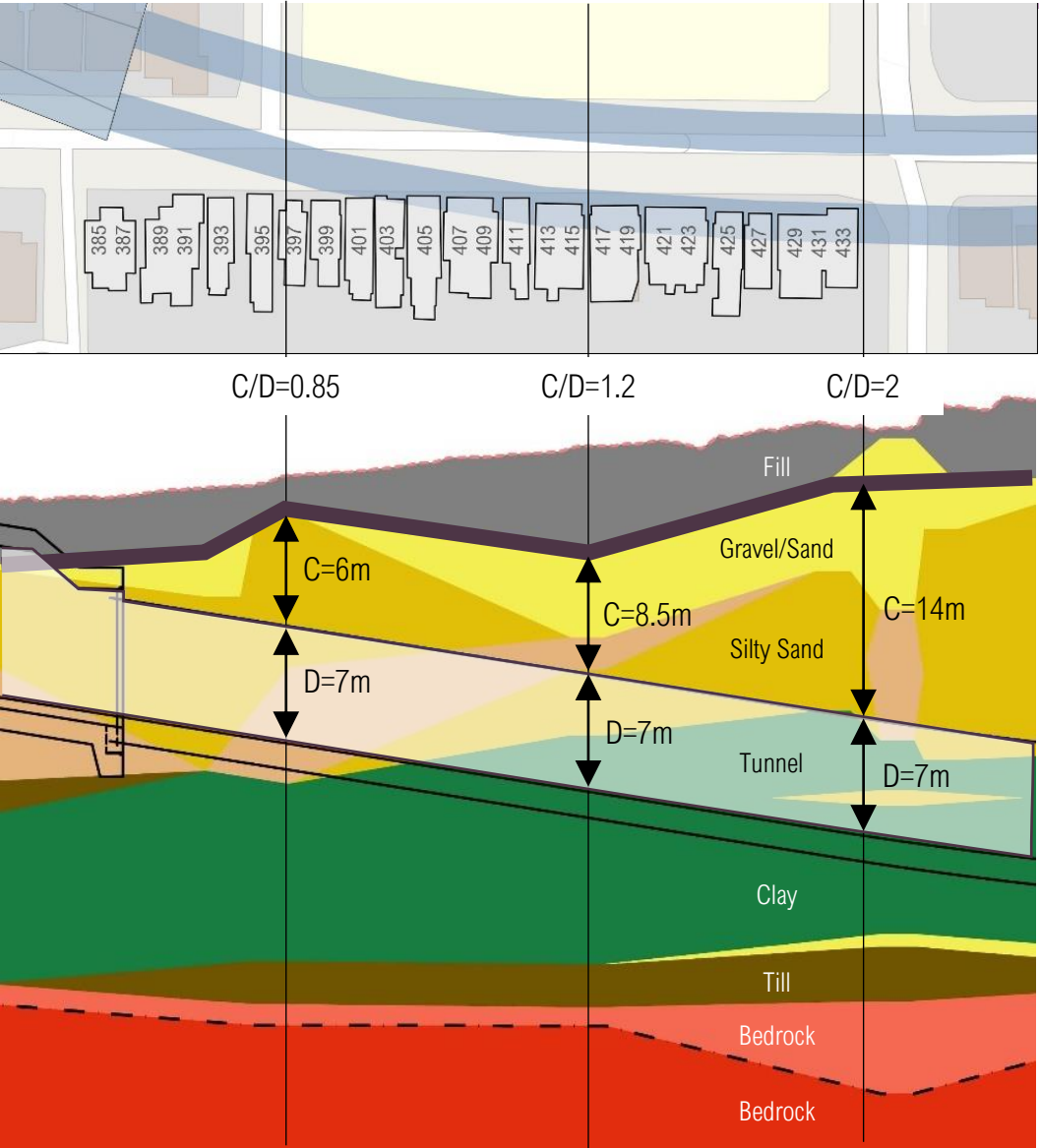
Having a "exclusion zone" follows safety regulations and industry best practices.



Please note that the exclusion zone is a fenced construction area and there will not be open excavation occurring within the zone.

Metrolinx will work, where safe, to provide pedestrian access through the Exclusion Zone to connect with Langley Ave.

HOW THE EXCLUSION ZONE WAS DETERMINED



Ground conditions	Medium dense to loose sands Sand to clay interface (mixed face) Sand or gravel pockets, cobbles and/or boulders
Buried obstructions	Buried remnants of old railway yard / construction site
Shallow depth (C/D<2)	Arching capacity of thin sand/gravel layers over tunnel Disturbed ground around utilities
Alignment	Horizontally curving and vertically declining alignment
Proximity to launch site	Tuning-in TBM operations to local site conditions
Residential property	Four storey properties (incl. basements and attics) of traditional construction on strip footings on sand



Discussion



Feedback on the November 19 Meeting

Feedback on November 19 Meeting

Open Discussion:

In the chat function or by raising your hand, please answer these questions:

Question 1:

What do you think works well when communicating and engaging you?

Question 2:

What could we learn from other spaces in which you've been engaged?

Question 2:

What would make meeting materials and our engagement with you easier to understand and relevant for you?