



Eglinton Crosstown West Extension Advanced Tunnel Community Liaison Committee (CLC) Meeting #7

Agenda

1. Land Acknowledgement
2. Safety Moment
3. Introducing the WestEnd Connectors and Metrolinx project team
4. CLC Expectations
5. Project Schedule
6. Tunnel Update
7. Surface Construction Update
8. Public Engagement
9. Monitoring
10. Questions

Land acknowledgement

Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.

We acknowledge the historic and continued impacts of colonization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.

Safety moment

Surface construction for the Eglinton Crosstown West Extension (ECWE) is winding down, however, trucks, machinery, and equipment are still operating in many areas along the Eglinton Avenue West corridor.

Staff are trained to ensure the safe movement of vehicles and equipment in the area.

Everyone has a role in safety to play.

Please obey construction signage in the area and cross at designated crosswalks.

Exercise caution while traveling and commuting in the area.



CAUTION!

**Construction equipment and
vehicles passing through.**



**Stay alert while in our
construction zone.**

**There's a lot going on
while we build your new
transit extension.**

Introducing the WestEnd Connectors project team

WestEnd Connectors Construction is an integrated general partnership consisting of three Canadian and international leaders in construction: Dragados Canada, Inc., Aecon Infrastructure Management Inc., and Ghella Canada Ltd. Together, the team is building and financing the tunnels for the Eglinton Crosstown West Extension (ECWE).

Our team members have extensive experience in Canadian heavy civil and urban infrastructure projects and bring a unique expertise in underground tunneling works.



Introducing the WestEnd Connectors project team



Fernando Triana
Project Director



Emidio Tamburri
Tunnel Manager



John Provenzano
Communications &
Public Engagement
Lead



Claudia Romero
Communications
Specialist



Introducing the Metrolinx project team



Aman Gill
Community
Engagement Manager,
ECWE



Wilfred Adapoe
Senior Advisor,
Community
Engagement, ECWE



Fayyaz Siddiqui
Senior Project Manager-
ATC1, ECWE

Community Liaison Committee Code of Conduct

Community Liaison Committees (CLCs) are being held quarterly to provide open, two-way communication and sharing of information before and during construction of the ECWE project. A code of conduct will help ensure that discussions are respectful and productive:

- Participate fully and openly in discussions, while also creating an environment where all members are encouraged to contribute and share their views.
- Participate in a respectful manner, including refraining from use of foul language and derogatory comments.
- Keep requested agenda and discussion items within the mandate of the committee.
- Maintain confidentiality of sensitive issues, when requested by participants.
- Represent your community's diverse perspectives and interests.
- Refrain from speaking to the media or engaging on social media regarding their role or any information they obtained as a result of being a member.
- Commit to equity, diversity, overcoming systemic racism and supporting the participation of the whole community regardless of race, gender, class, sexuality, age or ability.

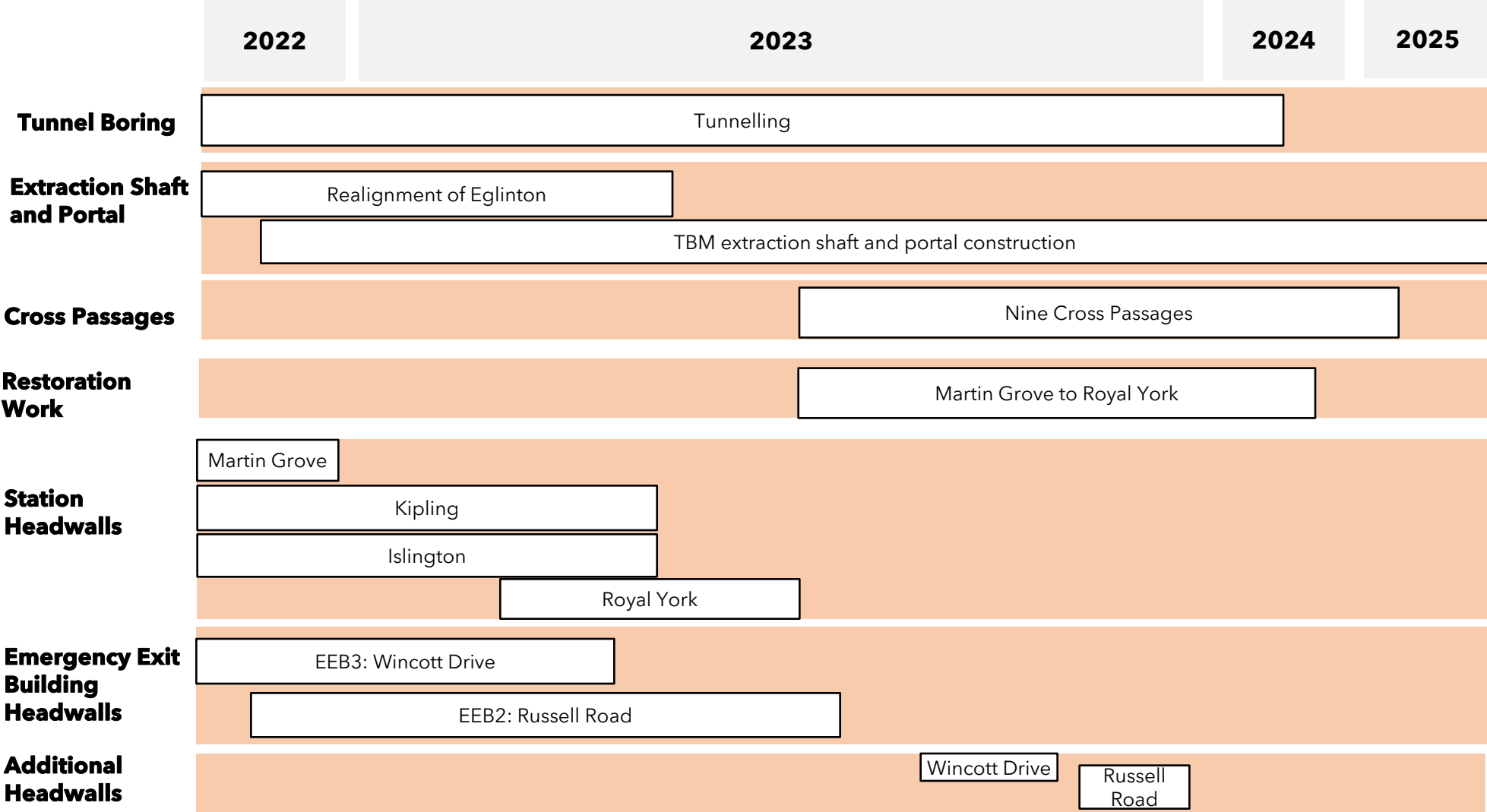


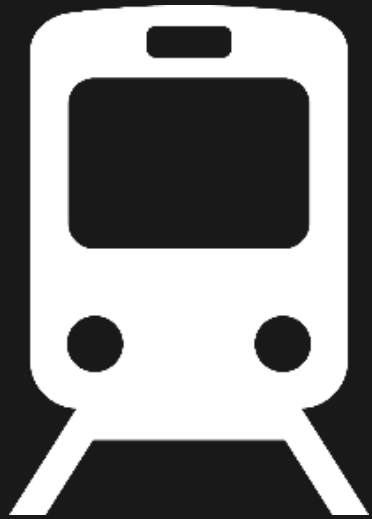
CLC Members

- Residents
- Property management groups
- Representatives from condo boards
- Representatives from the community
- Businesses
- City of Toronto – Transit Expansion Office
- City of Toronto – Transportation Services
- Elected Officials

Renforth to Scarlett tunnel timeline

Timelines are subject to change.





Tunnelling Update

TBM update: Renny and Rexy breakthrough!



- After two years of tunnelling, both of our TBMs, Renny and Rexy officially completed their 6.3-km journey reaching the extraction shaft, just west of Scarlett Road and Eglinton Avenue West.
- This marks the completion of tunnelling for this scope of the project.
- Rexy completed tunnelling on April 26, and Renny on May 22.

TBM update: Renny and Rexy breakthrough!



Rexy's Breakthrough

TBM update: Renny and Rexy breakthrough!



Renny's Breakthrough

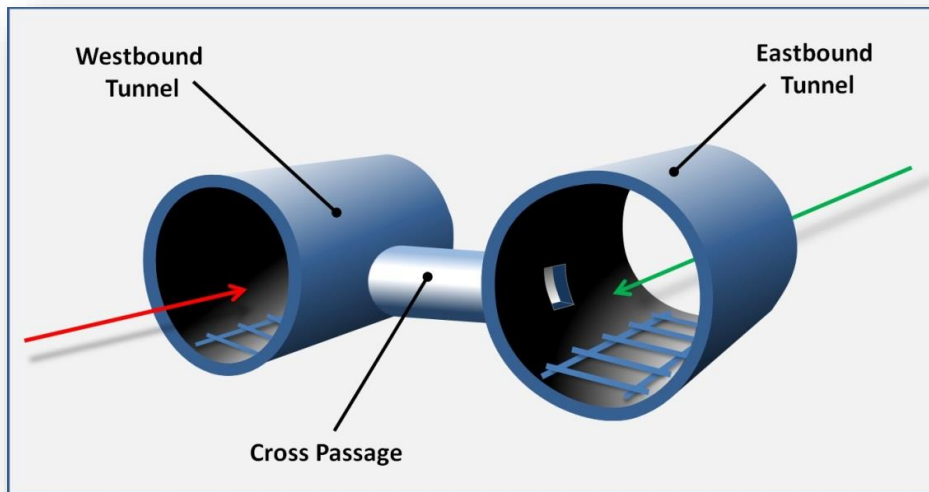
Cross Passage construction

A cross passage (CP) is a small passageway built to connect the eastbound and westbound tunnels for maintenance and/or emergency purposes.

This scope of the project will have 9 cross passages along the Eglinton Avenue West corridor.

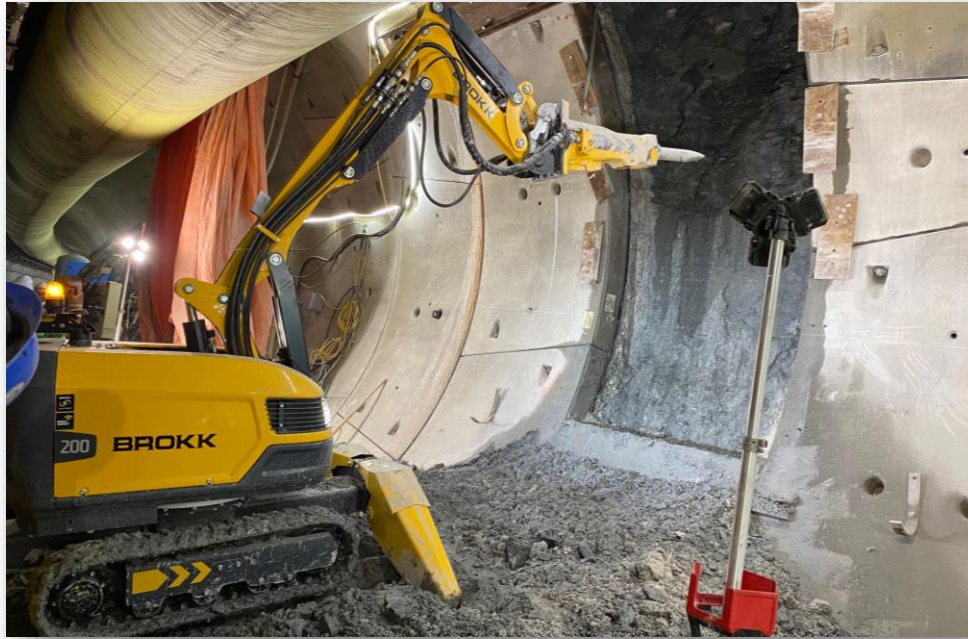
Work for the first cross passage at Renforth, "CP-10" started on May 15, 2023 - slightly ahead of schedule.

While many other projects build cross passages after the TBMs complete their digging, our team's methods, equipment, and expertise allow us to build them during TBM operation.

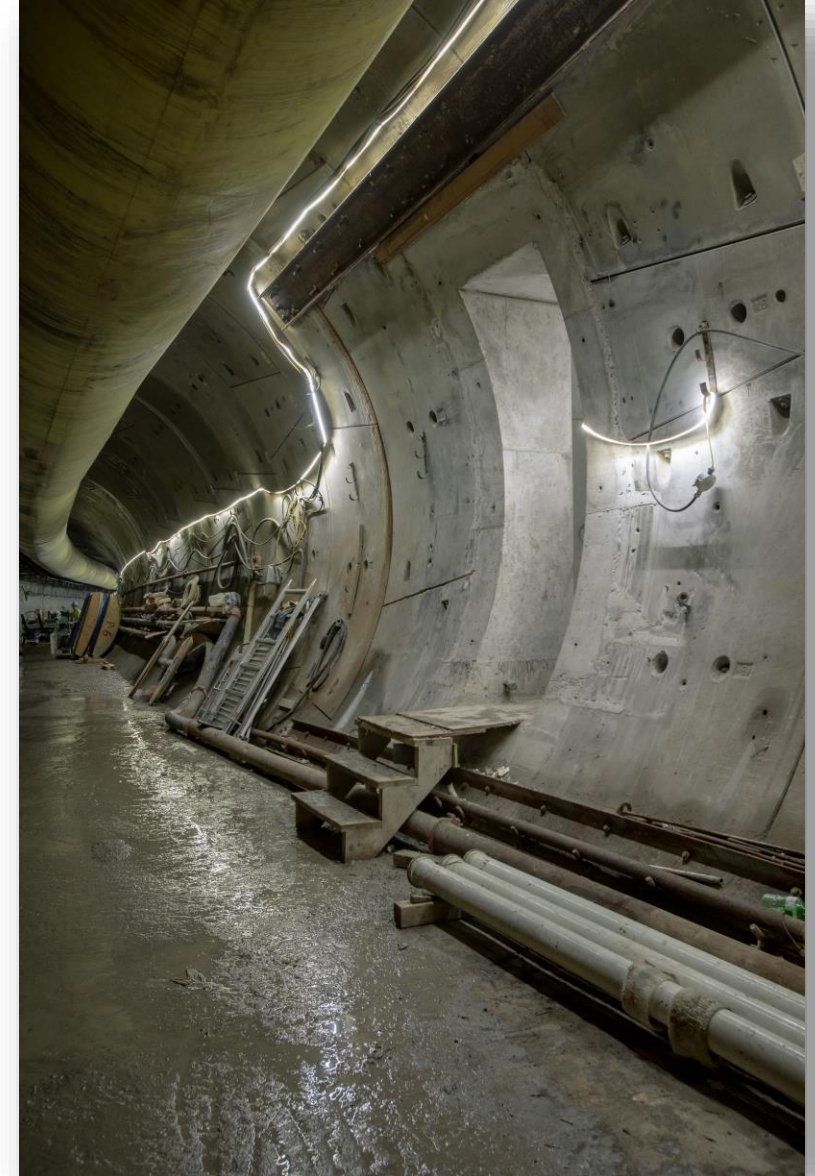


Cross Passage construction progress

44 % Completed

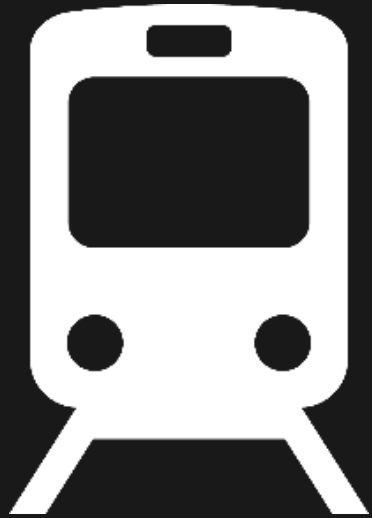


- Work for CP-10, CP-9, CP-8 and CP-7 began in May 2023 and was completed in December 2023.
- Preparatory works for CP-6, CP-5, CP-4, CP-3 and CP-2 began in February 2024.
- All cross passage work is expected to be completed in 2025.



CP construction progress - preparatory works





Surface Construction Update

What to expect during construction work?

- The working hours for surface construction are between 7:00 a.m. and 11:00 p.m.
- WECC typically works Monday to Friday, however, occasional weekend work is required.
- Residents can expect to hear noise from construction equipment, drills, excavators and trucks.
- Lane reductions and pedestrian detours will be required to ensure everyone's safety. Further notification will be provided for every lane closure.
- Mitigations are being put in place to reduce dust, including the use of water sprays and biodegradable dust suppressants.
- We are working as quickly as possible to minimize the impact to the neighborhoods and residences in the Eglinton Ave. area.
- If you have any concerns, we are here to listen. Contact our 24/7 hotline: **416-202-8001**

Extraction shaft and portal - Scarlett Road



- The TBMs finished digging west of Scarlett Road where they are being dismantled and removed from the ground through an extraction shaft.
- The shaft is also the portal for where the light rail vehicles transition between the tunnel and the elevated guideway.
- Construction for the extraction shaft/portal began in winter 2022.

Driveway relocation at Richview Road

New work zone and traffic staging: October 2023 - 2025:

Traffic map not to scale.



- To continue working on the extraction shaft, crews relocated the Richview Road driveway further east from its original location.
- The private Richview Road sidewalk will remain open, however, a small portion is closed off to provide access for the driveway.
- Left turns into the driveway will remain prohibited.

TBM Disassembly in May - August 2024

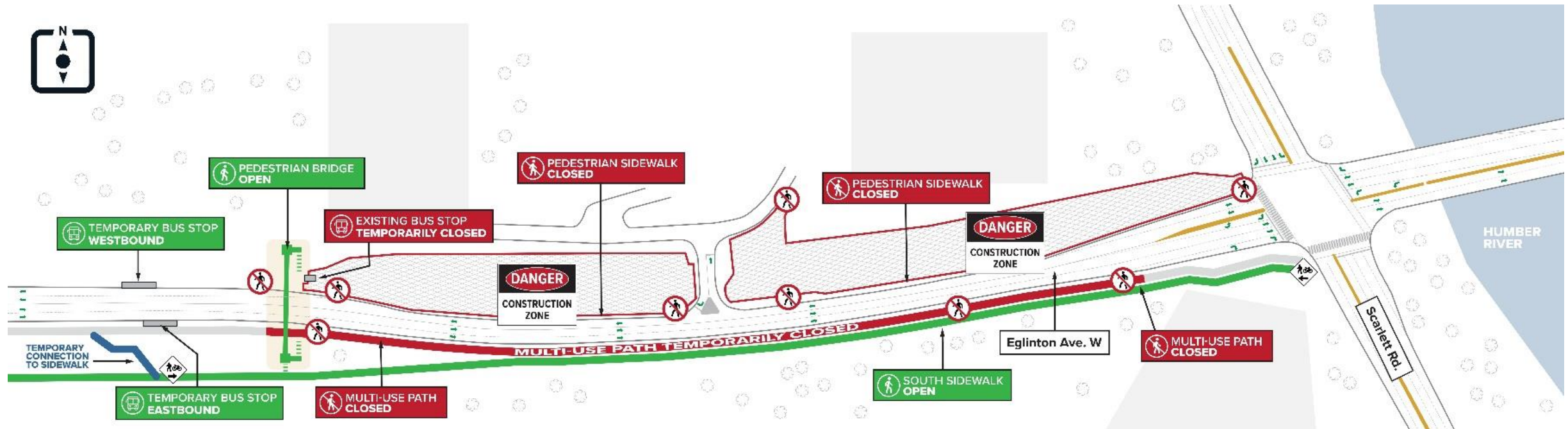


- After Renny and Remy completed their tunnelling at the extraction shaft, crews are dismantling the TBMs.
- This process can take up to one month for each TBM.
- A crane is on site transferring the TBM parts out of the extraction shaft and placing them on a large flatbed truck during the day. The truck will then remove the TBM parts from the site overnight.

Final works on retaining wall on Eglinton Avenue West (Scarlett Road area)

New work and traffic staging: Mid June 2024 - August 2024

Traffic map not to scale.



- Crews will be conducting final texturing of the retaining wall on the south side of Eglinton Avenue West, just west of Scarlett Road.
- This work is required to enhance the aesthetics of the retaining wall.
- The multi-use path will be temporarily closed during this work period. Pedestrians and cyclists will be rerouted to the south sidewalk on Eglinton Avenue West.
- The eastbound bus stop under the pedestrian bridge, #16050, will be temporarily relocated 80 metres west.

Dewatering for cross passages

Winter 2024 - 2025



- Dewatering systems will be installed along Eglinton Avenue West for future cross passage work. While the majority of work will occur underground within the tunnels, dewatering operations will be visible on the surface as well.
- The term **"dewatering"** means pumping ground water away from the site where excavation will take place.
- Dewatering wells are an important part of the cross passage construction process. The wells ensure the water table remains low enough to allow for mining to be completed to construct the passage outside the main tunnels.
- The dewatering pumps and/or generators are required to be active 24 hours a day until cross passage work is completed.

2024 - 2025 CONSTRUCTION LOOK-AHEAD

Timing	Activity	Location	Details and Purpose
Summer 2024	Disassembly	Extraction shaft - Just west of Scarlett Road and Eglinton Avenue West	After Renny and Rexy completed their tunnelling at the extraction shaft, crews are dismantling the machines and transporting the materials back to the launch shaft (Renforth Drive).
	Portal Works	Extraction shaft - Just west of Scarlett Road and Eglinton Avenue West	Building the foundation and structure/framework for the future Light Rail Transit portal. Expected to be completed by 2025.
	Headwall Site Restoration Works	Martin Grove to Royal York	Restoration work for the station headwalls and emergency exit buildings are expected to be completed by Summer 2024.
Summer 2024 - 2025	Cross Passages	Underground, along the Eglinton Avenue West Corridor.	Crews are building the last five out of nine cross passages, which are small passageways built to connect the eastbound and westbound tunnels for maintenance and/or emergency purposes. Dewatering installation may be seen above ground along Eglinton Avenue West during Summer 2024.
	Restoration Works at Scarlett Road	Scarlett Road and Eglinton Avenue West (south side)	Restoration work (pedestrian stairs, handrails, reopening south sidewalk, etc.)

Public Engagement

- Resident and commuter engagement, pop-up events, and canvassing have been conducted across the Eglinton Avenue West Corridor since 2021. Community members and residents can provide feedback directly to the team and have project questions or concerns answered in person.
- The CLC is another form of public engagement to help bring more voices to discussions about the project.

In 2024, the ECWE Communications and Public Engagement team has:

- Conducted **11** community pop-up events
- Canvassed **500+** houses
- Spoken with **800+** community members
- Hosted or participated in **3** open houses and community meetings
- **2** minister / councillor tunnel tours
- **10,000+** community notices distributed to residents

**Open House
Tunnelling Update
March 20 2024**



Public Engagement

Tunnelling Completion Public Event

- To celebrate ECWE's tunnelling completion, an event will be hosted at the Metrolinx Community office at 326 Scarlett Road, Etobicoke. More updates will be provided as they are made available.

Future public engagement opportunities

- The WestEnd Connectors team will continue to conduct CLCs, open houses, and pop-ups until 2025, updating the community post-tunnelling work.
- WEC attends additional Metrolinx community engagement events to provide support and answer tunnelling questions.
- WEC and Metrolinx participate in volunteer work in the Eglinton Avenue West area. For ex., North York Harvest Food Bank, Community Clean-ups, etc.



Monitoring

- Noise, air and vibration monitors have been installed on the properties of residences, offices and commercial buildings in the vicinity of the construction.
- This equipment helps us measure and minimize noise and vibration throughout the project term to prioritize your safety and well-being.
- The project team will continually monitor the noise, air and vibration throughout the project term.

This is not a camera!

This is a **total station**, an automatic monitoring system that reads slope measurements and surface movements at specific points. As the TBMs tunnel across Eglinton Avenue West, the project team can read the data collected by these instruments to see if they have caused any surface or ground impacts as they pass.



Geotechnical Instrumentation Monitoring Points Instruments



Installed in the ground, these short white cylindrical posts are Surface Monitoring Points that monitor any ground movement along the tunnel alignment as the TBMs pass through.



The L-Bar Mini Prism is a compact and versatile optical target used with automated total stations to monitor potential ground movement and the structures on it. Suitable for a wide range of applications, the L-Bar Mini Prism is installed on the exterior building facades.

Together, these instruments operate as a whole.

Air Quality Monitor



- Air quality monitors measure dust levels 24/7 while construction is occurring in the area.
- The air quality monitor is a small, battery operated, noiseless unit which is typically installed on a lamppost or similar structure.
- Installation does not require any drilling or intrusive impacts to buildings or structures.
- WECC may require periodic access to maintain the monitor (e.g., cleaning off the solar panel).

Noise Monitor



- Noise monitors measure noise levels during construction in the area.
- The noise monitor is a small, battery operated, noiseless unit which is typically installed on a lamp-post or similar structure.
- Installation does not require any drilling or intrusive impacts to buildings or structures.

Vibration Monitor



- These monitor sensitive structures during surface construction in the area.
- The vibration monitor is a small, battery operated, noiseless unit which is typically installed on the ground.
- Installation does not require any drilling or intrusive impacts to buildings or structures.

Questions?