

**Eglinton Crosstown West
Extension Advanced Tunnel
Community Liaison Committee (CLC)
Meeting #8**

Agenda

1. Land Acknowledgement
2. Safety Moment
3. CLC Expectations
4. Tunnel Update
5. Surface Construction Update
6. Public Engagement
7. Monitoring
8. Questions
9. Appendix

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

Major works for the Eglinton Crosstown West Extension (ECWE) are 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.

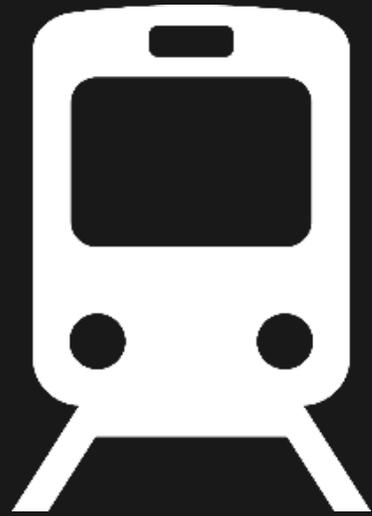
There's a lot going on while we build your new transit extension.

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:

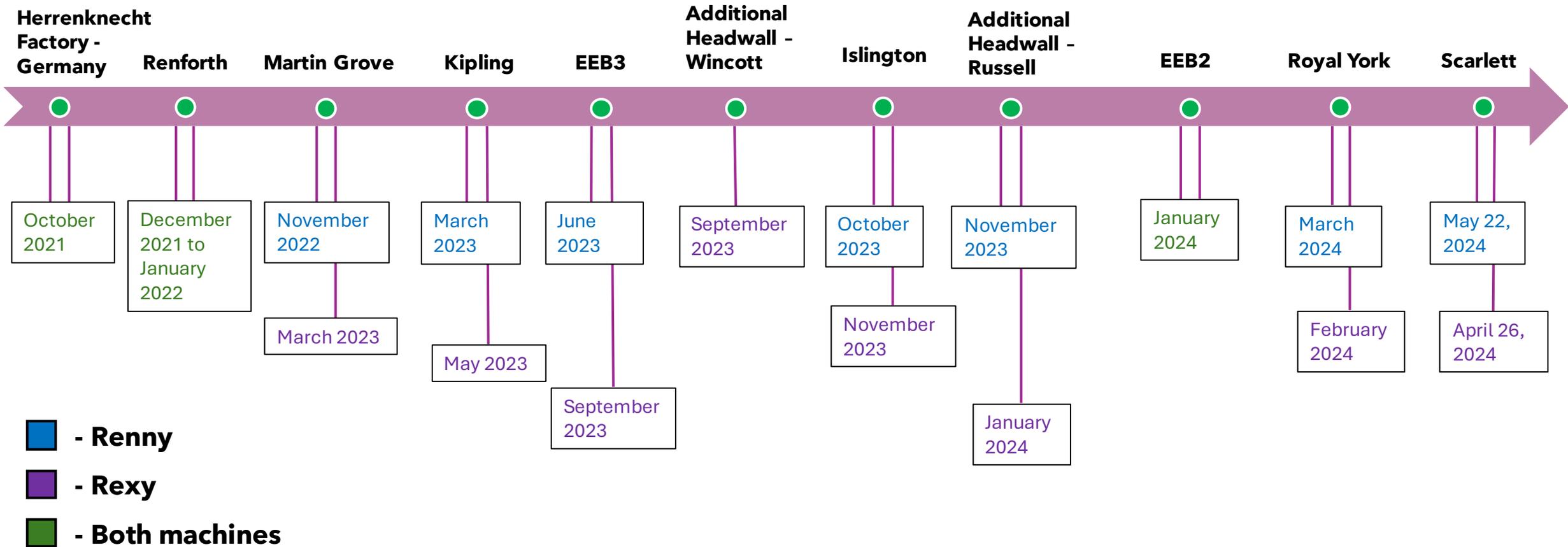
- Participate fully and openly in discussions, while also creating an environment where all members are encouraged to contribute and share their views.
- Participate in a respectful manner, including refraining from use of foul language and derogatory comments.
- Keep requested agenda and discussion 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.





Tunnelling Update

Renny and Rexy's tunnelling timeline



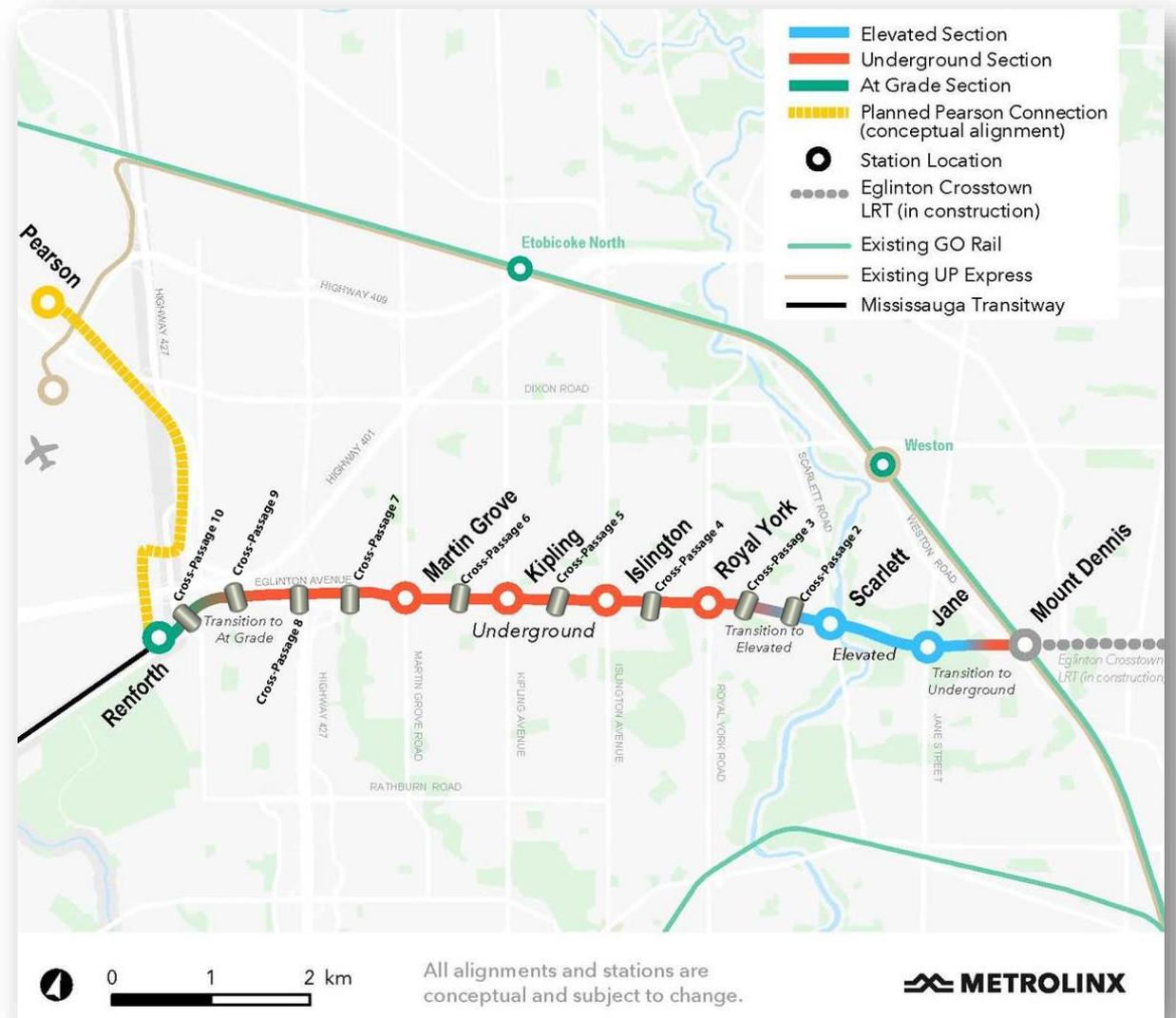
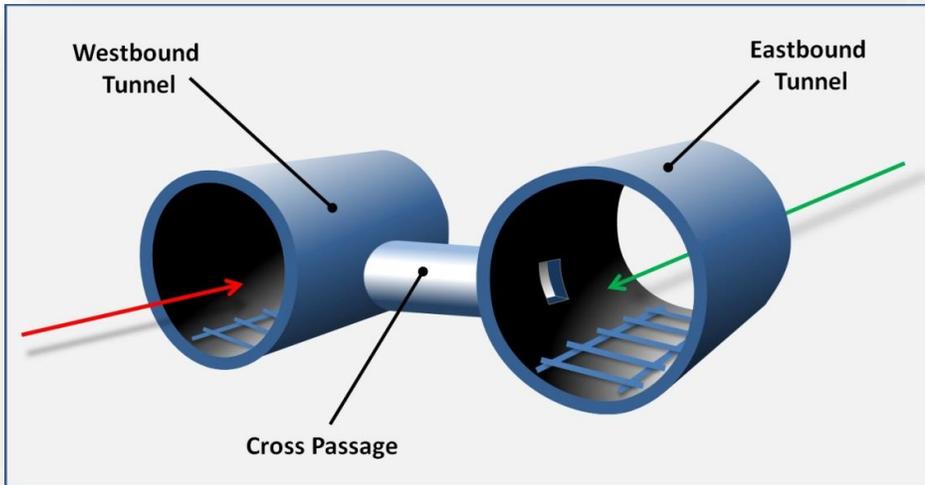
Cross Passage construction

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.

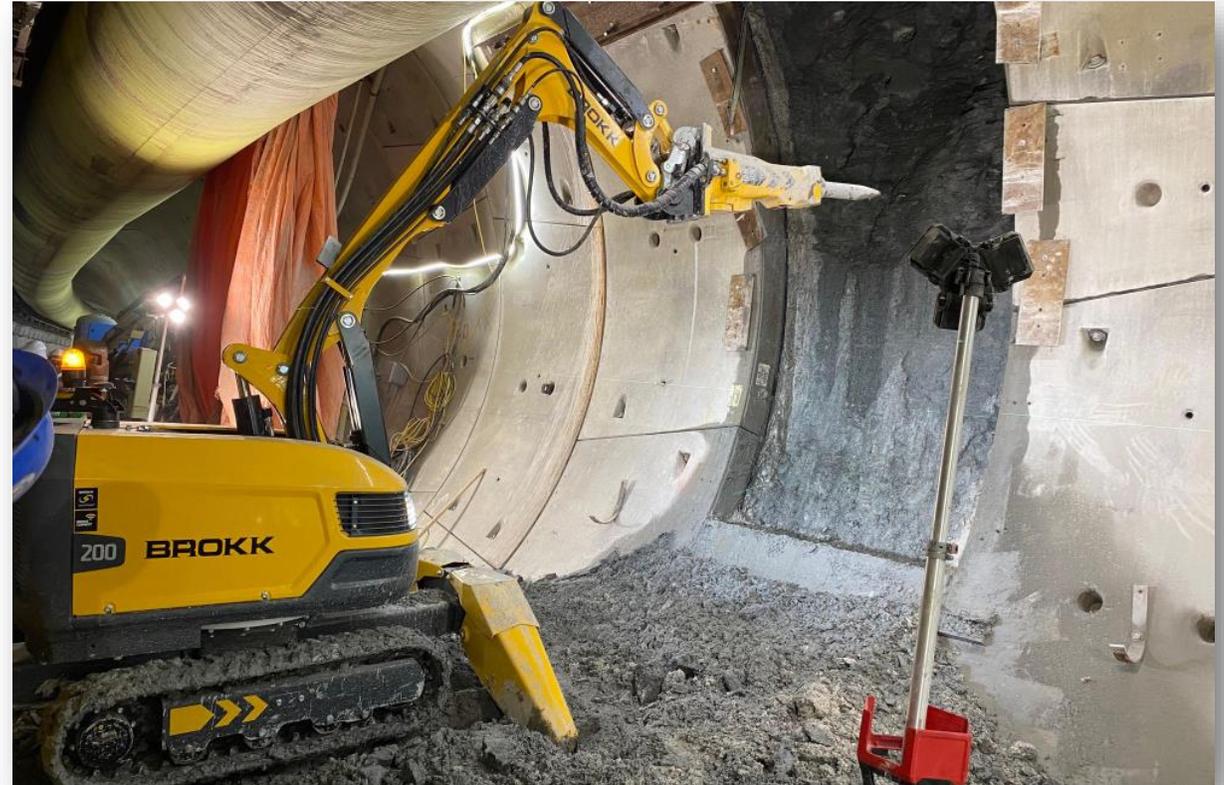
Work for the first cross passage at Renforth, "CP-10" started on May 15, 2023 - slightly ahead of schedule.

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

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

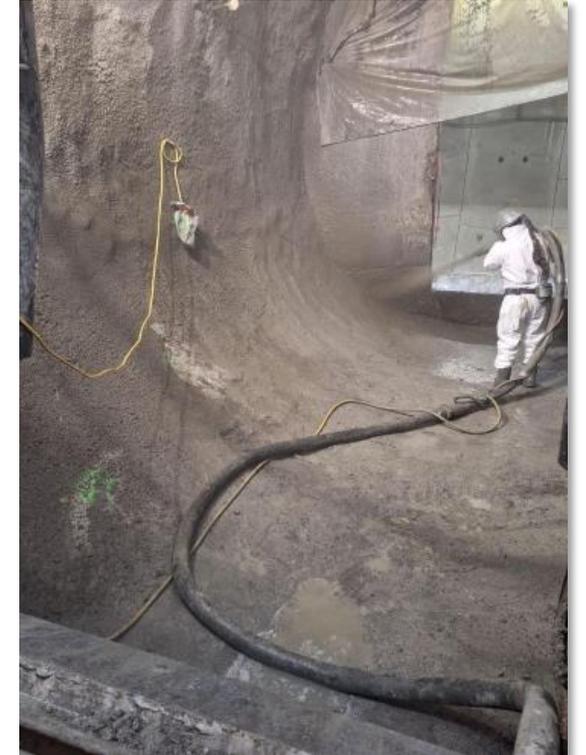
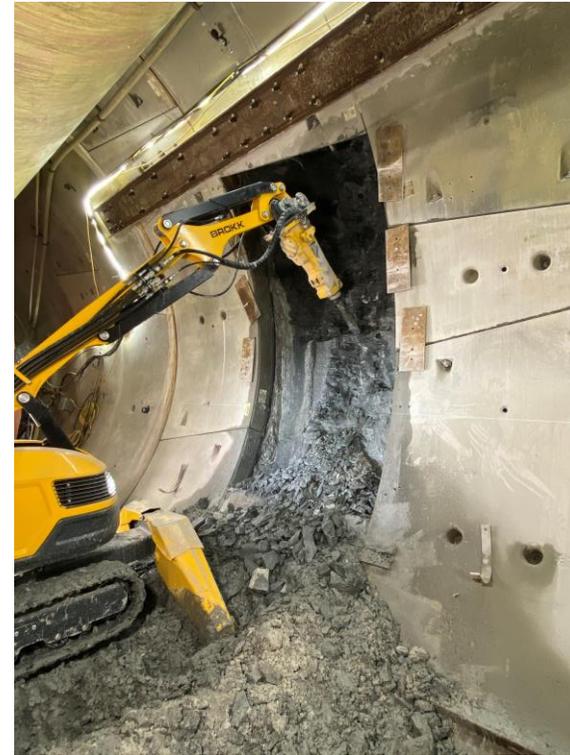
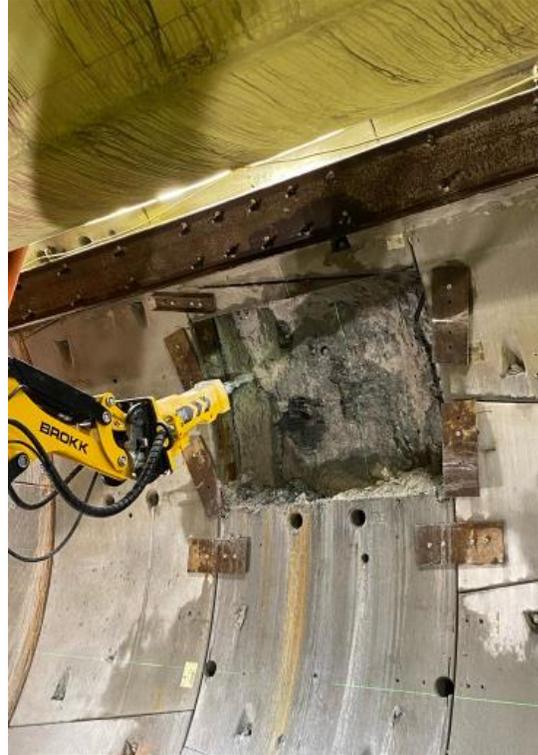


70 % Completed

Cross Passage construction process - excavation in rock



Preparatory Works



Excavation and Primary Lining

Cross passage construction process - excavation in soil



Preparatory Works
and dewatering
(shown later in the
presentation)

Excavation and Primary Lining

Cross Passage construction process



Final Lining Completed



Surface Construction Update

What to expect during construction work?

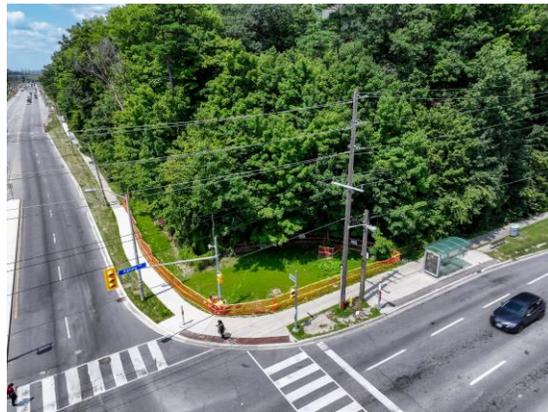
- The working hours for surface construction are between 7:00 a.m. and 11:00 p.m.
- WECC typically works Monday to Friday, however, occasional weekend work is required.
- Residents can expect to hear noise from construction equipment, drills, excavators and trucks.
- Lane reductions and pedestrian detours 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**

Headwall overview

Future Stations, Emergency Exit Buildings (EEBs) and Additional Headwalls:



Martin Grove



Kipling



Islington



Royal York



EEB #3 (Wincott Drive)



EEB #2 (Russell Road)



Additional Headwall (Russell Rd)



Additional Headwall (Wincott Dr)

Dewatering for cross passages in soil

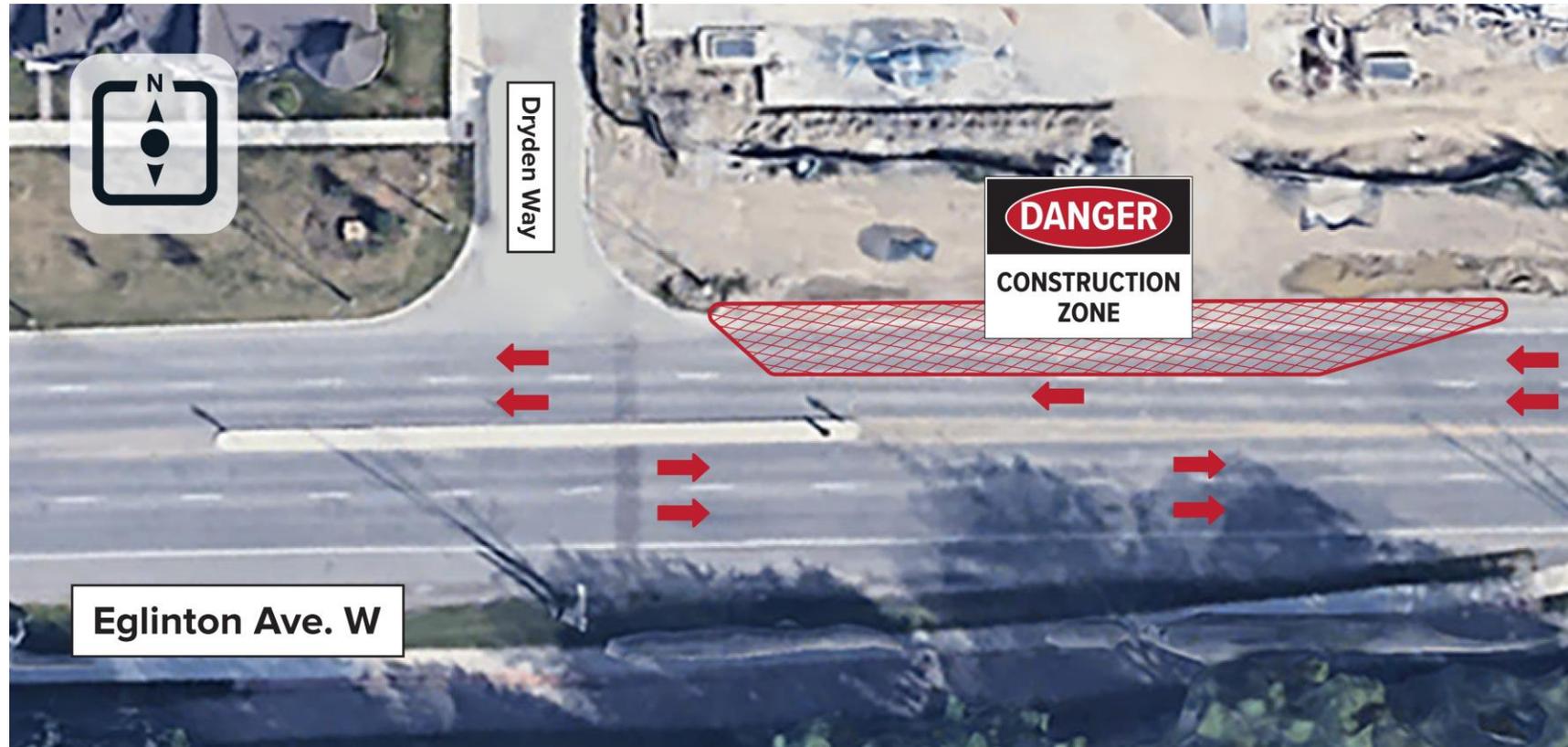
Winter 2024 - 2025



- Dewatering systems were installed along Eglinton Avenue West for future cross passage work.
- 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.
- Once dewatering is completed, crews will begin removing the dewatering wells.

Removing dewatering wells - Dryden Way and Eglinton Avenue West

End of September 2024 - Mid October 2024



- Stage 1: One westbound lane will be closed.

Removing dewatering wells - Dryden Way and Eglinton Avenue West

End of September 2024 - Mid October 2024



- Stage 2: One eastbound lane will be closed.

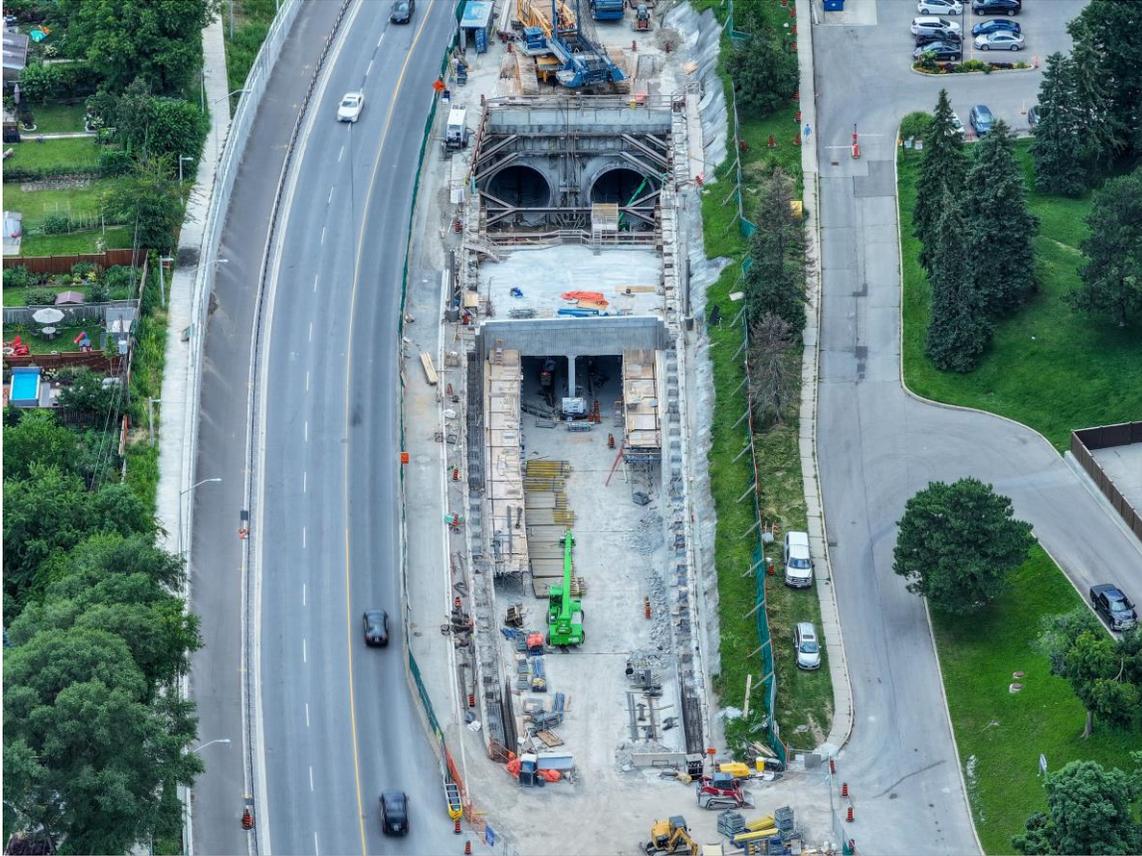
Removing dewatering wells - Dryden Way and Eglinton Avenue West

End of September 2024 - Mid October 2024



- Stage 3: One westbound and eastbound lane will be closed.

Extraction shaft and portal - Scarlett Road



- The TBMs finished digging west of Scarlett Road where they were 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.

Extraction shaft and portal - Scarlett Road

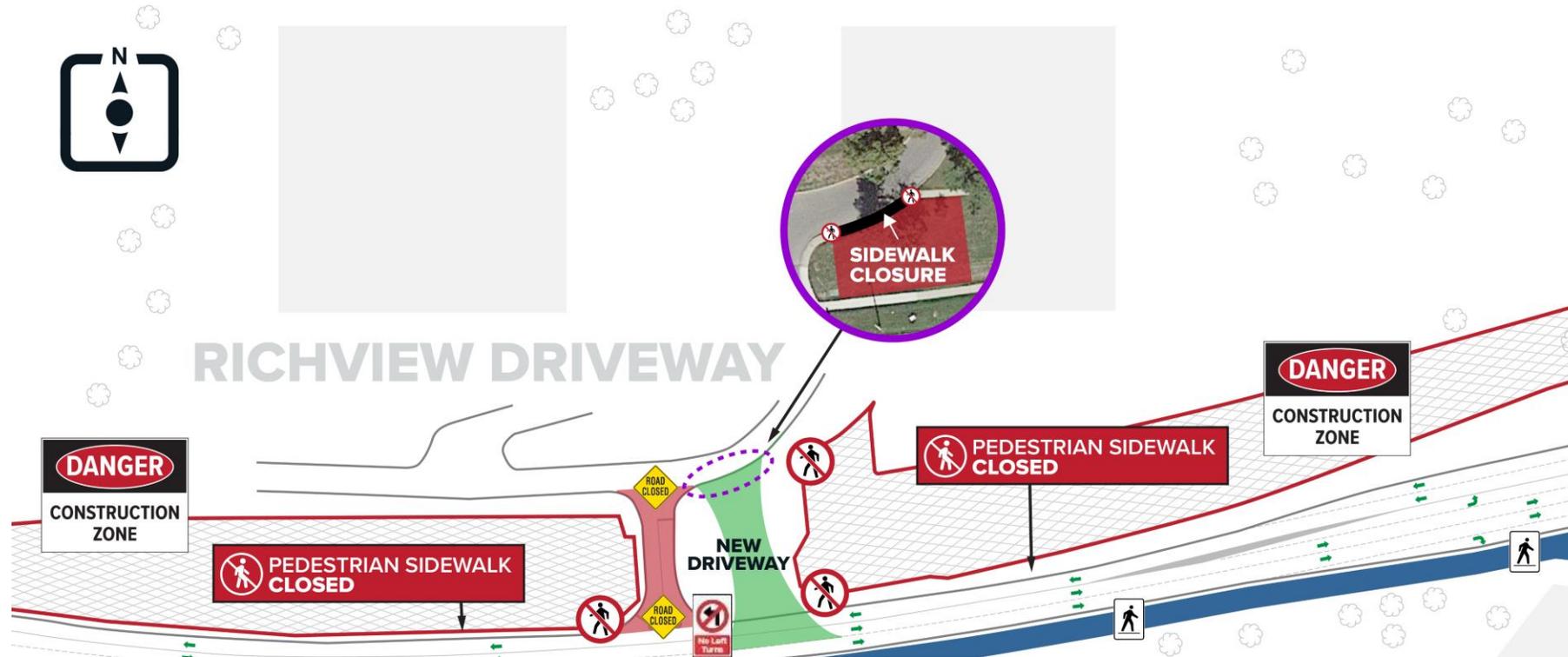


- Final texturing of the LRT portal walls.

Driveway relocation at Richview Road

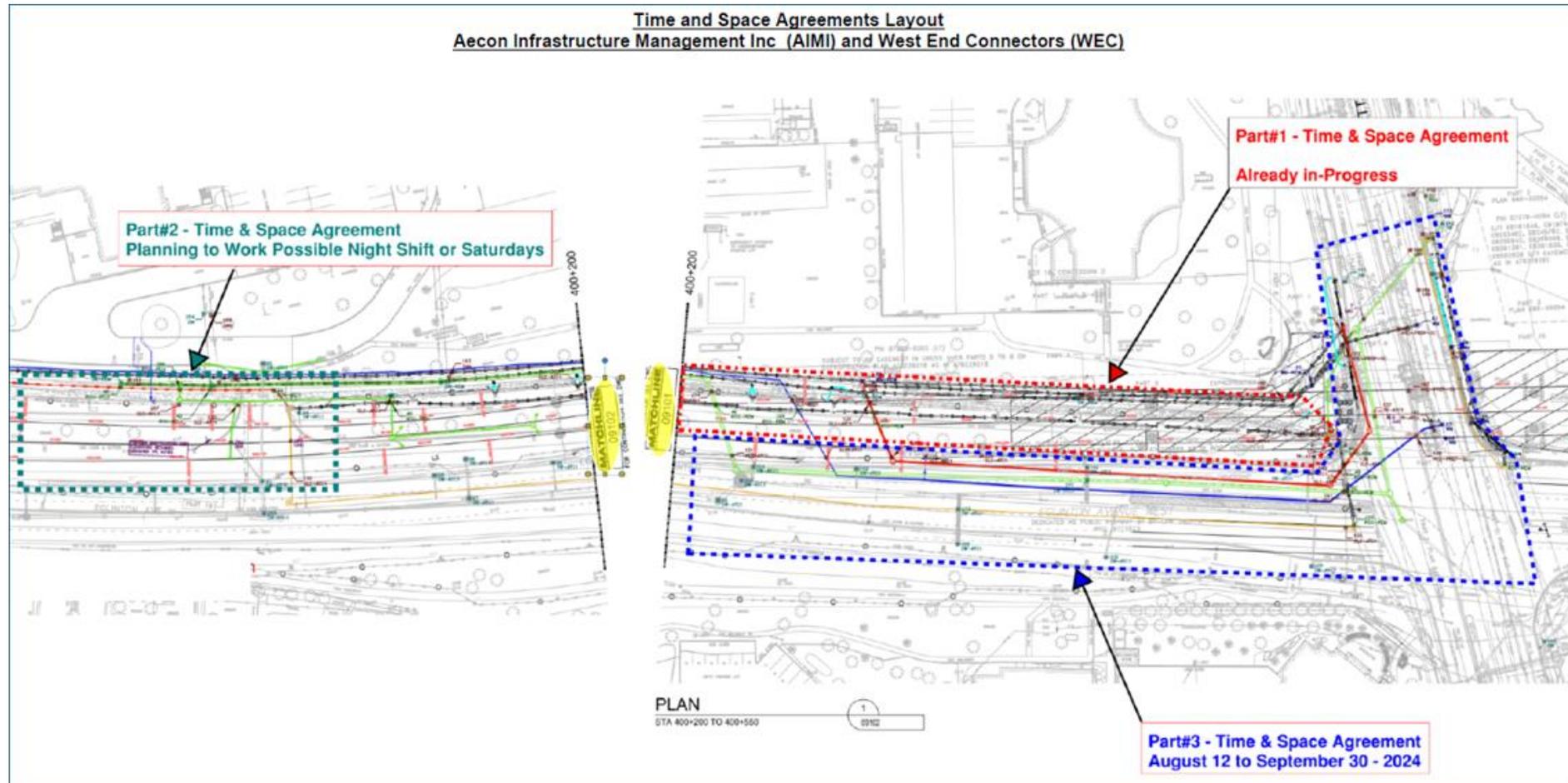
New work zone and traffic staging: October 2023 - 2025:

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.

Transition from ATC1 (Tunnel) to Elevated Guideway (EG)



- Part #1 – Borehole drilling (ongoing).
- Part #2 – Possible EG overnight and weekend work.
- Part #3 – Time and space agreement (August 12 to September 30, 2024)

TBM Disassembly: May - July 2024



- After Renny and Rexy completed their tunnelling at the extraction shaft, crews dismantled the TBMs.
- A crane was on site to transfer the TBM parts out of the shaft and onto a flatbed truck.
- Crews removed the final piece from the last TBM, Renny, on July 18, 2024.

Renny and Rexy's disassembly



Renny and Rexy back at the Launch Shaft



- Renny and Rexy's cutterhead, shield, and other components were brought back to the Launch Shaft site at Renforth Drive, Mississauga.

2024 - 2025 CONSTRUCTION LOOK-AHEAD

Timing	Activity	Location	Details and Purpose
Fall 2024 - 2025	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.
	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 works may be seen above ground along Eglinton Avenue West during the remainder of 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 **5** open houses and community meetings
- **2** minister / councillor tunnel tours
- **10,000+** community notices distributed to residents

[Eglinton Crosstown West Extension | Celebrating the end of Remy and Renny's journey! 🐶🐕 To our neighbours and friends: Thank you for dropping by! Our salute? just wouldn't... | Instagram](#)

Open House End of Tunnelling Celebration July 13, 2024



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?

Appendix

Renforth to Scarlett tunnel timeline

Timelines are subject to change.

