

COMMUNITY NOTICE

UPDATE

Coquitlam



Tunnel Boring Operations for the Evergreen Line: Clarke Road between Thompson Avenue and Kemsley Avenue

Construction for the Evergreen Line includes a two-kilometre bored tunnel with tunnel portals located in Port Moody and Coquitlam. The tunnel is being constructed under Clarke Road using a 10-metre diameter tunnel boring machine (TBM). The TBM will make one pass, creating a single tunnel that will then be divided by a wall to separate the trains travelling in opposite directions.

The TBM is boring south under Clarke Road and will be within the vicinity of your home shortly. Refer to the map (on the second page) showing the location of the tunnel alignment in your area. The tunnel tab on the Evergreen Line website (www.evergreenline.gov.bc.ca) has an information sheet that is regularly updated with the current position of the TBM.

WHAT TO EXPECT

- Tunnel boring will continue to be a 24-hours-a-day operation, seven days a week.
- Please refer to the diagram on page two for approximate depths of the TBM as it progresses through the alignment in your area.
- The distance that the TBM bores per day varies, but on average the TBM is boring between 10 to 20 metres per day.
- Residents will experience noise and vibration when the TBM is nearby, including when it approaches and leaves your area.
- Residents can expect to hear or feel a low rumble or vibration that stops and starts intermittently. These vibrations typically occur for an hour or less while the TBM boring is underway followed by approximately an hour of no noise and vibrations while crews are installing tunnel liner segments. This cycle then repeats throughout the day.
- The noise and vibration will dissipate as the TBM moves south and away from your home.
- The TBM will break through at the south tunnel portal located just south of Kemsley Avenue on the west side of Clarke Road.

HOW THE TBM WORKS

The TBM advances by excavating soil in front of the TBM cutterhead which rotates through the earth. The excavated soil is stored and controlled in a chamber located inside the cutterhead. The excavated soil is removed by a conveyor belt to the tunnel work area by the Barnet Highway in Port Moody.

As the TBM advances, a continuous ring of concrete segmented liners are installed to form the tunnel ring. These concrete segments create the permanent tunnel structure ensuring ground stability.

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ABOUT EGRT CONSTRUCTION

EGRT Construction has been awarded the contract to design and build the Evergreen Line.

For more information about the Evergreen Line Project, please visit www.evergreenline.gov.bc.ca.

CONTACT US

To find out more, or to receive traffic updates:

Traffic Information Line (available 24 hours, 7 days a week):
604-927-2080

Email: info@evergreenline.gov.bc.ca

Facebook: www.facebook.com/evergreenline

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A program is also in place to monitor areas outside the tunnel. The program includes continuous survey of the ground in front of and above the TBM, including buildings and utilities located near the tunnel route. If any movements are detected, project staff are alerted immediately.

Once tunnel boring is complete, the TBM will be removed and crews will begin the installation of concrete floor and center wall to divide the tunnel into in-bound and out-bound tunnels, followed by the installation of track work and power systems. More detailed information about the disassembly of the TBM will be available in a separate Community Notice. All tunnel notices are also posted to evergreenline.gov.bc.ca/tunnel.htm.

TUNNEL ALIGNMENT MAP



If you have comments or questions about the Evergreen Line Rapid Transit Project, please call the Evergreen Project Office at (604) 927-4452 or email info@evergreenline.gov.bc.ca. To contact EGRT Construction, the contractor who is building the Evergreen Line, please call 604-927-2080, available 24 hours a day, 7 days a week.

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