

## COMMUNITY NOTICE

### Coquitlam

#### Tunnel Boring Operations for the Evergreen Line

#### Clarke Road between Robinson Street/Chapman Avenue and Thompson 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 underneath Clarke Road and will cross Robinson Street/Chapman Avenue by the end of October.

#### WHAT TO EXPECT

- Tunnel boring will continue to be a 24-hours-a-day operation, seven days a week.
- The TBM will be approximately 30-35 metres below the surface near your home. Refer to the map (on the back page) showing the location of the tunnel alignment in your area.
- Residents may experience noise and vibration when the TBM is nearby, including when it approaches and leaves your area.
- Noise and vibration will typically occur for an hour or less followed by approximately an hour of no noise and vibration. Residents may also feel a low rumble that stops and starts intermittently.
- The TBM will stop for scheduled maintenance on the cutterhead tools just south of Robinson Street / Chapman Avenue for approximately two weeks. Noise and vibration will be minimal during this period.
- Once maintenance is complete, the TBM will begin boring again. The noise and vibration will dissipate as the TBM moves south and away from your home.

#### 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. Crews carefully control and monitor the volume of soil travelling into and out of the machine to prevent imbalances.

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](http://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](mailto:info@evergreenline.gov.bc.ca)

Facebook: [www.facebook.com/evergreenline](http://www.facebook.com/evergreenline)

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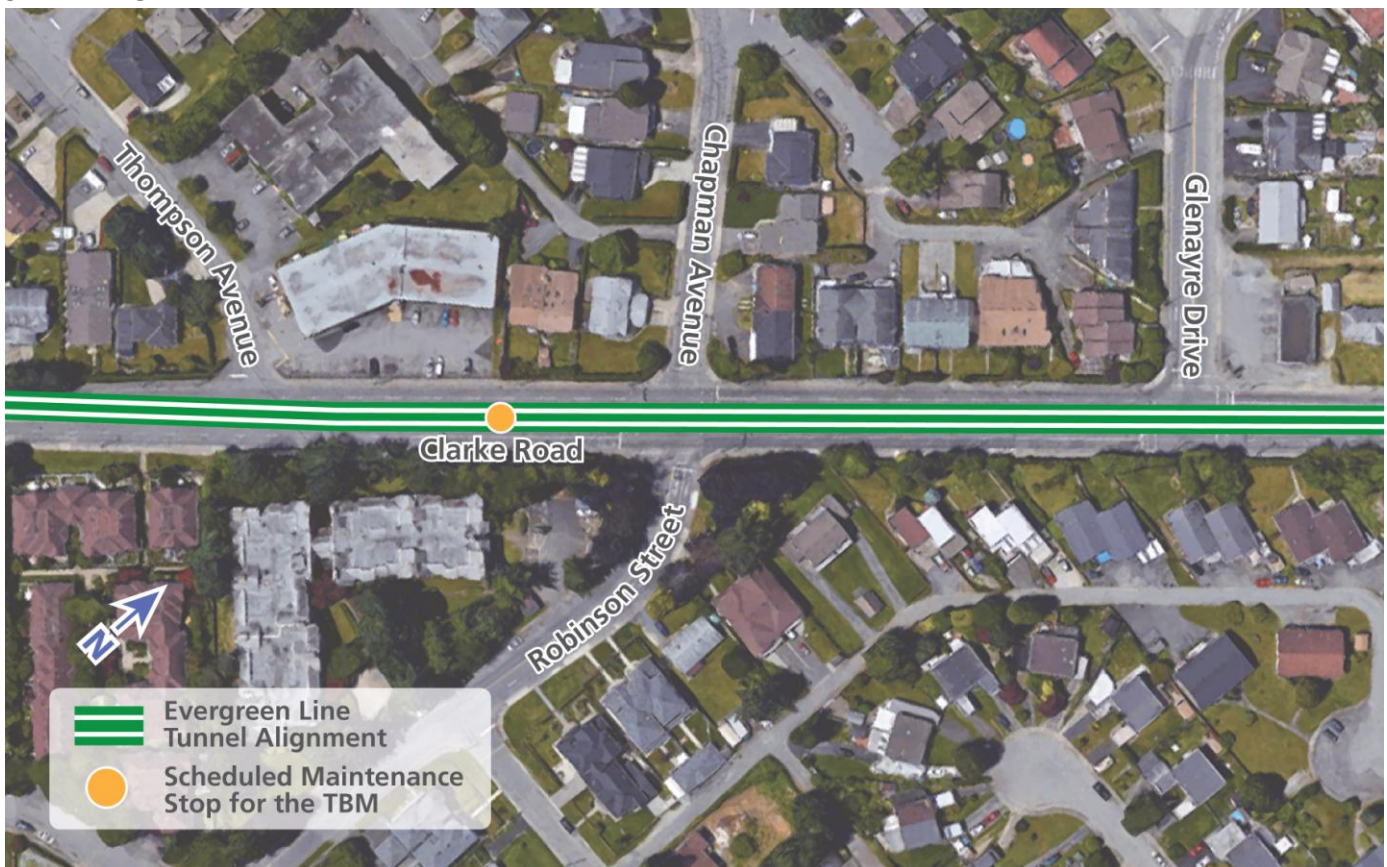
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A program is also in place to monitor areas outside the tunnel. The program includes continuous survey of the ground in front of and above the TBM, including buildings and utilities located near the tunnel route. If any movements are detected, project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

The TBM will break through at the south tunnel portal located just south of Kemsley Avenue on the west side of Clarke Road. Once tunnel boring is complete, the TBM will be removed and crews will begin the installation of concrete within the tunnel, followed by the installation of track work and power systems.

### 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](mailto: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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