



West Toronto Diamond

The West Toronto Diamond (WTD) is one of the grade separations in the Weston Corridor, or what is referred to as the Georgetown South Project. It will provide a grade separation between the CP Freight line and the GO commuter rail service as well as support for a new Air Rail Link from Union Station to Pearson International Airport, and future expanded service to Milton, Barrie and Georgetown.

The Piling Installation contract at the WTD is now complete.

What's Next?

The next phase in the construction is the Pile Validation Contract, which will begin in the December 2010. This involves removing soil and moisture from within the interlocking pipe piles and filling them with sealing materials to ensure water-tightness of the wall system. The pipe piles form the walls and bridge supports of the underpass. We also expect to remove and reinstall some piles that were damaged during the piling contract. The contract is currently in the award phase. More details will be provided after the contract has been awarded.

What to Expect

GO Transit uses mitigation methods to reduce noise and dirt as much as possible. Methods include noise shrouds, soil watering and reduced working hours, for example. No single option is a solution, so we will use a combination of methods to protect the residents along the corridor.

During the next phase, you can expect the following:

- Dump trucks will come and go from the site frequently and use dedicated haul routes
- The Junction Road and Old Weston Road intersection will remain open for the rest of 2010 and most likely the early months of 2011. You will receive advanced notice of any road closure
- We will continue to monitor noise and vibration and post those reports online

What's Happening On-site Now?

Construction crews are preparing the site for the Pile Validation Contract, which includes removing soil left over from the previous contract.

- Dump trucks will enter and leave the site at Junction Road to the north, and Old Weston Road to the south
- Trucks are using dedicated haul routes to reduce the impact on the community
- There is a street-sweeping vehicle on-site to keep the neighbourhood clean
- We expect this activity to continue throughout November

GEORGETOWN SOUTH PROJECT COMMUNITY UPDATE



Background

Why is the WTD Grade Separation Important?

- The WTD is a busy railway intersection in the Junction area where freight and passengers cross at a level rail crossing
- The grade separation project will separate the CP North Toronto freight line from the GO Transit Georgetown line
- The underpass will allow for more reliable rail service from all railways in the corridor by eliminating potential scheduling conflicts at the intersection
- The road-to-rail grade separation at Junction Road will make it safer for both vehicles and pedestrians

What Are The Benefits?

- Fewer emissions from trains stopping and idling on the tracks in the neighbourhood
- Less noise and whistling from trains crossing the Diamond
- Safer and more reliable service for all railways in the corridor
- Provides the necessary infrastructure to support the expansion of GO Transit service on this line and a new airport shuttle service

WTD Construction Status

- ✓ Enabling works contract – complete 2007
- ✓ Piling contract – complete Fall 2010
- Pile validation contract – starting December 2010
- Excavation, pumping station / grade separation contract: starting summer 2011
- Project complete – Spring 2014

We are in the Junction to provide information and work to minimize the impact on your community.

**Please call 416-604-9582 for more information,
or e-mail kelly.thornton@gotransit.com**

Please visit www.gotransit.com/gts for regular updates

FAQs

Q: Why can't the West Toronto Diamond stay at grade?

A: The WTD is the busiest rail intersection in Canada. Right now we have the equivalent of two major highways meeting at one traffic light. The rail-to-rail grade separation will greatly improve the safety and efficiency of all railways using this corridor, which is the key component to expanding GO Transit service.

Q: How many more trains will GO Transit run through the corridor when grade separation is complete?

A: On opening day in 2015, there will be 10 additional GO Trains servicing the Georgetown line and 140 Air Rail Link shuttles between Union Station and Pearson International Airport.