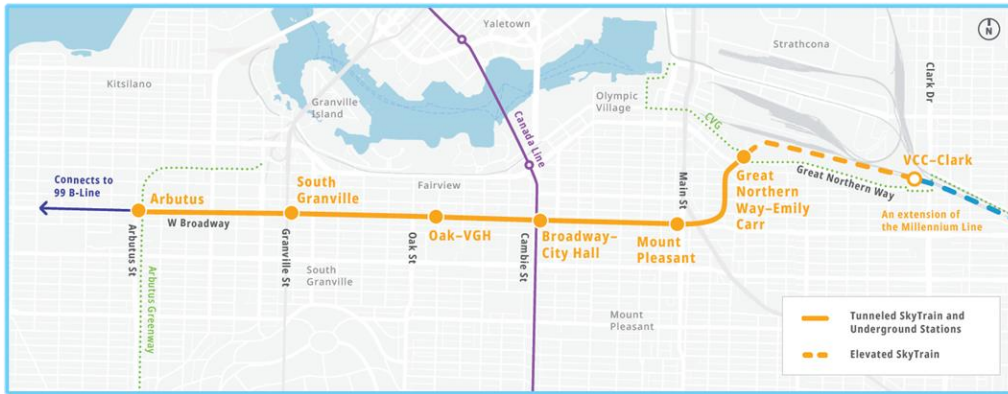


# Project Update – July 2022

## One year+ since the start of major construction

Activity began in 2019 with trolley bus infrastructure relocation, followed by building demolitions in 2020. In May 2021, we celebrated the official start of the major construction phase and have made considerable progress since then. Highlights so far in 2022 involve starting the elevated guideway portion of the line, finishing the first traffic deck on Broadway and receiving the shipments of Tunnel Boring Machine (TBM) parts. Later this year, we'll reach some new milestones, including launching the TBMs and completing the last traffic deck.



## Broadway is Open!

While the streets and sidewalks may look a bit different where the future stations are being constructed, access to residences, businesses, health services and parking lots is being maintained for all abilities. If you visit Broadway for appointments, restaurants or shopping, you can look for directional signs on site or take a look at the parking and access maps available online at <https://www.broadwaysubway.ca/construction/maps/> before you go. Please plan extra travel time, watch for wayfinding information, and obey traffic control personnel and signs at all times.

Traffic decks are street-level bridges that provide a cover and keep people moving above while crews dig deep (approximately 18 metres down, from sidewalk to sidewalk and intersection to intersection) to build the stations underneath Broadway. The first traffic deck was completed at Mount Pleasant in April, and progress continues at the remaining station blocks: Broadway-City Hall, Oak-VGH, South Granville and Arbutus. Want to see the construction of the Mount Pleasant traffic deck in about 30 seconds? Check out the time-lapse video at: <https://www.broadwaysubway.ca/construction/photos-and-videos/>.

### Contact the Project



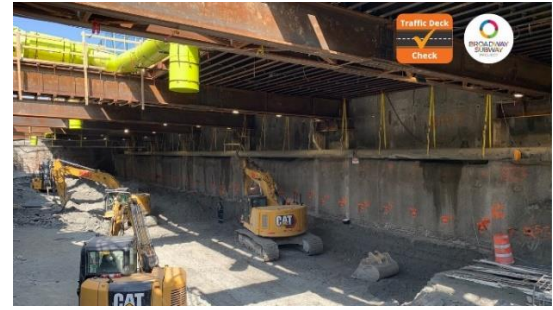
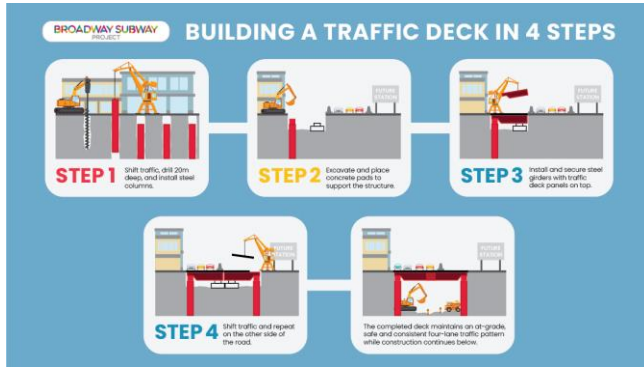
24/7 Construction Information Line  
1-844-815-6114



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Excavation underneath the Mount Pleasant Station traffic deck while people continue to move above.

## Getting ready to tunnel

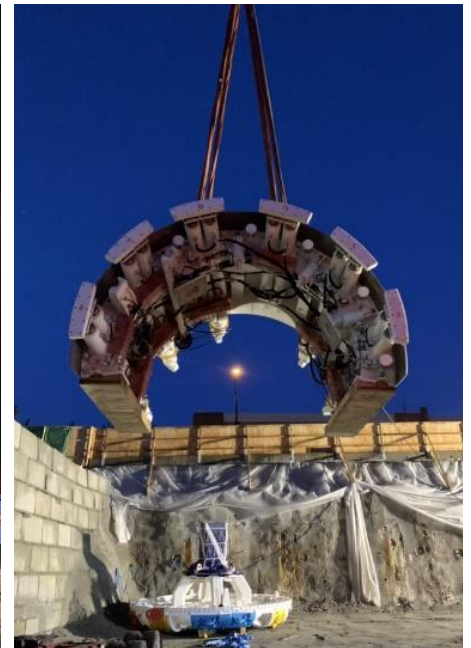
All the component parts for the TBMs that will carve the twin tunnels for the Broadway Subway Project have arrived, and workers have begun the exciting task of assembling the machines! When ready, the two six-metre-wide machines will be launched separately from the Great Northern Way-Emily Carr Station and travel to their removal point at Cypress Street, just east of the future Arbutus Station, which will take about one year to complete. The TBMs are custom-built to unique specifications for the type of construction as well as the underground conditions between Great Northern Way and Arbutus. You can see how the TBMs travelled from Europe to Vancouver at: <https://www.broadwaysubway.ca/construction/photos-and-videos/>.



This main drive was the first component to be transported to the site! This is the mechanism inside the TBM that turns inside the cutterhead.



Arrival of the first cutterhead, which is the very front of the TBM.



A piece of the centre shield is carefully placed alongside the cutterhead on site.

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## Construction forecast

- Continue constructing the elevated guideway between VCC-Clark Station and the future Great Northern Way-Emily Carr station;
- Assemble and prepare to launch the first TBM at the Great Northern Way-Emily Carr station site;
- Complete excavation for the future Mount Pleasant Station; continue digging and hauling away materials at Broadway-City Hall, Oak-VGH, South Granville and Arbutus stations;
- Finish the traffic decks for the Broadway-City Hall, Oak-VGH and South Granville stations; continue work at Arbutus; and,
- Continue relocating major utilities at the Broadway-City Hall and Arbutus work sites.

We appreciate that construction can be disruptive and are working hard to minimize impacts in the community – thank you to everyone for your ongoing patience.

## Did you know?

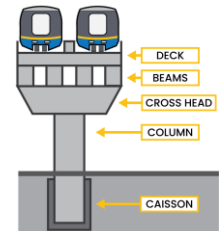
The Broadway Subway Project is allowing locals to build their careers in their community:

- 93% of workers so far have been hired locally and 97% are from B.C.;
- women make up about 13% of those on the tools and Indigenous tradespeople make up 18% of the workforce --- more than double the provincial average of 6% for both groups; and,
- find out more or apply to work at BCIB.ca.

*\*These stats are from the start of the project to 18/06/2022 and represent Community Benefits Agreement employees (provided by BC Infrastructure Benefits).*

## Elevated Guideway

The section of above-ground track will be 700 metres long, supported by 21 columns, connect to the existing VCC-Clark Station and gradually transition underground at the future Great Northern Way-Emily Carr Station. Crews are currently working on the caissons and columns, shown in the adjacent diagram.



## Spotlight on utilities

Utility work is an ongoing and integral component of the project with three important purposes. Portions of existing utilities are either relocated to make room for the stations and the elevated guideway or protected 'in-place' to avoid impacts from construction. The second purpose is to support construction activities, like supplying electricity to power the TBMs and removing groundwater from deep excavations. Finally, permanent utility services are installed for the operation of the Broadway Subway – including electricity for the new stations and moving the trains along the tracks. You might think of utilities like the blood vessels for the city, which need to continue to function properly during construction and then give life to the new system.

## Get the latest news

There's much, much more available on our website and social media channels including maps, great construction photos, infographics and videos, as well as the latest construction and traffic notifications. Stay tuned for more information on tunneling coming soon!



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