

# Davenport Diamond Guideway Construction Liaison Committee Meeting #23

April 25, 2022

For more info: [metrolinx.com/davenport](https://metrolinx.com/davenport)  
For further feedback: [TorontoWest@metrolinx.com](mailto:TorontoWest@metrolinx.com)

# AGENDA

- Welcome and Introductions
- Meeting Purpose, Expectations & Code of Conduct
- Safety Moment
- March CLC Minutes & Actions Items
- Construction Update
  - Project Overview
  - Construction Timeline
  - Construction Activity: Completed, In Progress & Four-Week Look-Ahead
- Committee Discussion
- How to Stay Informed
- Next Meeting

# MEETING PURPOSE, EXPECTATIONS & CODE OF CONDUCT

## PURPOSE

- The monthly Construction Liaison Committee (CLC) meetings are an opportunity for the community to receive a regular cadence of project updates, for Metrolinx to listen to your feedback and collectively come up with mitigation strategies in a respectful and constructive way.

## EXPECTATIONS

- During the presentation, please put yourself on mute to help us share all the project information. Once we finish our updates, we will have a discussion and answer any relevant questions you may have about the information we shared.

## CODE OF CONDUCT

- Keep requested agenda and discussion items within the scope of the CLC and participate in a respectful manner - do not interrupt when someone is speaking or dominate discussions and refrain from foul language and derogatory comments.

# LAND ACKNOWLEDGEMENT

Let us take a moment to acknowledge that we are on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples.

We are all Treaty people. Many of us have come here as settlers and immigrants...in this generation or generations past.

Metrolinx declares its commitment to building meaningful relationships with Indigenous Peoples.

We acknowledge the historic and continued impacts of colonialization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on lands covered by 20 Treaties, and that we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

# **SAFETY MOMENT**

## GRAHAM COMMUTER RAIL SOLUTIONS

# **March 28<sup>th</sup> CLC MINUTES & ACTION ITEMS**

# **CONSTRUCTION UPDATE**

PROJECT OVERVIEW & CONSTRUCTION TIMELINE

COMPLETED, IN PROGRESS & FOUR-WEEK LOOK-AHEAD

# PROJECT OVERVIEW

The **Davenport Diamond Grade Separation** project will prepare and complete the construction of an elevated twin-track guideway between Bloor Street and Davenport Road, west of Lansdowne Avenue, eliminating at-grade crossings, including the busy CP Rail intersection near Dupont Street.

## Davenport Diamond Guideway Project Map



### MAP LEGEND

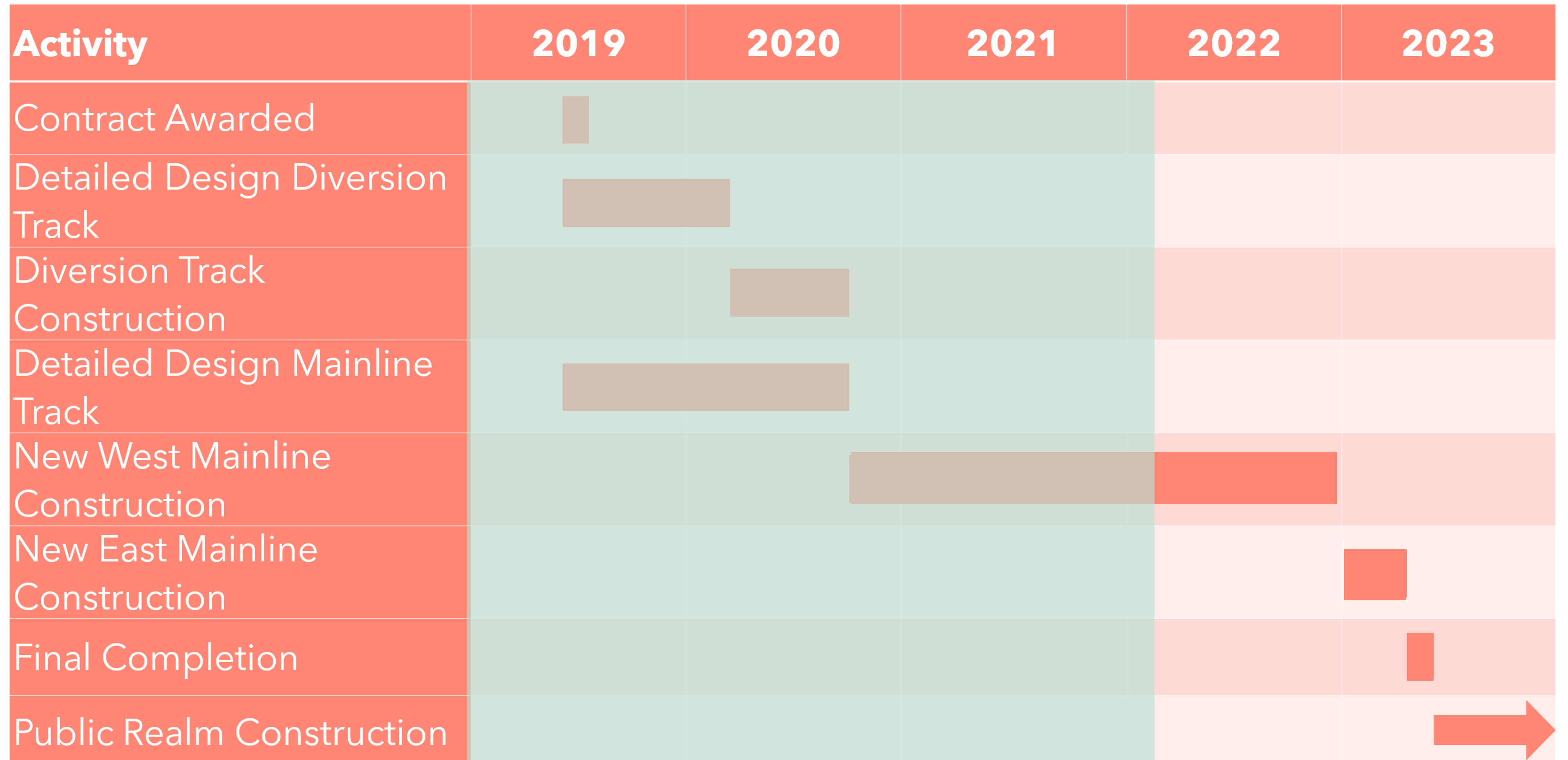
- MSE Wall (Mechanically Stabilized Earth)**
  - South MSE Wall between Bloor St W and Wallace Ave
  - North MSE Wall between CP Rail and Davenport Rd
- Elevated Guideway**
  - Between Wallace Ave and CP Rail
- Barrie GO rail line**

### INFOGRAPHIC LEGEND

-  **Davenport bridge rehabilitation**
-  **New bridge over CP Rail tracks**
-  **Dupont bridge rehabilitation**
-  **New bridge at Wallace Ave**
-  **New pedestrian tunnel at Paton Rd**
-  **Bloor St bridge replacement**



# CONSTRUCTION TIMELINE



# OVERNIGHT WORK

## Why is there so much overnight construction activity on this project?

The Davenport Diamond Guideway project poses unique challenges:

- We are working in an active rail corridor with GO trains passing by during the daytime. Weekday trains run until 9:30 p.m.
  - Recent updates to the GO train schedule has removed weekend trains, we are utilizing weekends as much as possible to reduce overnight construction.
- We have very limited space to work within.
- We have limited access points into the rail corridor.

Because we are working next to a live track, we follow strict standards and guidelines that dictate what we can and cannot do under a train load, i.e., when trains are passing.

When our work affects or has the potential to affect the integrity of the track, that work cannot be done while trains are running; that work must be carried out when trains are not running, which is overnight. **This is the main reason for overnight construction on this project.**

*We work overnight to protect the track, train operators and passengers, our crews, the community, and nearby residents.*

# CONSTRUCTION ACTIVITY: COMPLETE

## Bloor Bridge West Girder Installation

The west girders for the Bloor Street bridge have been installed. The steel girders were transported by road and lifted onto the new bridge abutments by a crane setup on Bloor Street.



*New steel girder on West Bloor Street Bridge.*

# CONSTRUCTION ACTIVITY: COMPLETE

## Dupont Street Bridge Girder Installation

The first concrete girders for the Elevated Guideway have been installed! The six girders over the Dupont Bridge are now in place. The girders were transported into the corridor at Paton Road, placed onto a rail car, and driven to the Dupont Bridge. The girders were lifted off the rail car and moved into place with a gantry crane setup over the diversion track.



*Gantry crane lifting girder over Dupont Bridge.*

# CONSTRUCTION ACTIVITY: IN PROGRESS

## North MSE (Mechanically Stabilized Earth) Wall - Construction

Construction on the north MSE wall between the CP Rail tracks and Davenport Road is almost complete.

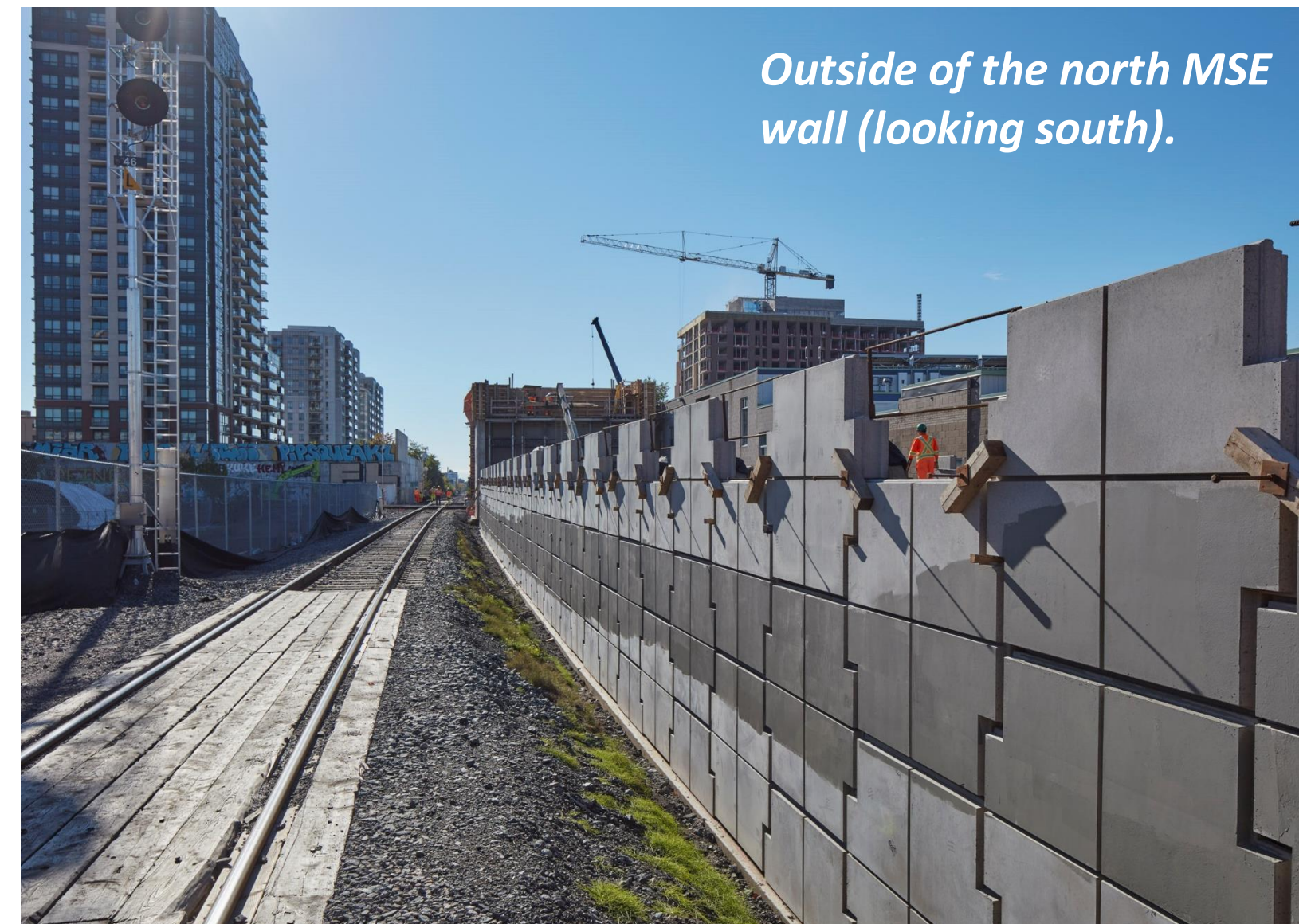
MSE walls are massive soil structures that have been strengthened by placing reinforced straps in horizontal layers throughout the height of the wall that are connected to pre-cast concrete panels.

The panels fit together like puzzle pieces to keep everything in. The combination of panels and straps allows the wall to be built with a near vertical face because of the tension produced by the straps.

Crews are finishing up the gravel installation at the top of the wall and moving on to installation of noise walls which sit on top of the MSE Wall.

### What to expect:

- Monday to Friday, approximately 7 a.m. to 6 p.m.
- Material/panel deliveries, construction activity, vibration and noise
- Expected duration: MSE wall construction (panels and backfill) is expected to finish in early May 2022, with noise wall and track installation to follow.



*Outside of the north MSE wall (looking south).*



*Noise wall foundations.*

# CONSTRUCTION ACTIVITY: IN PROGRESS

## 640 Lansdowne Avenue - Contractor's Yard

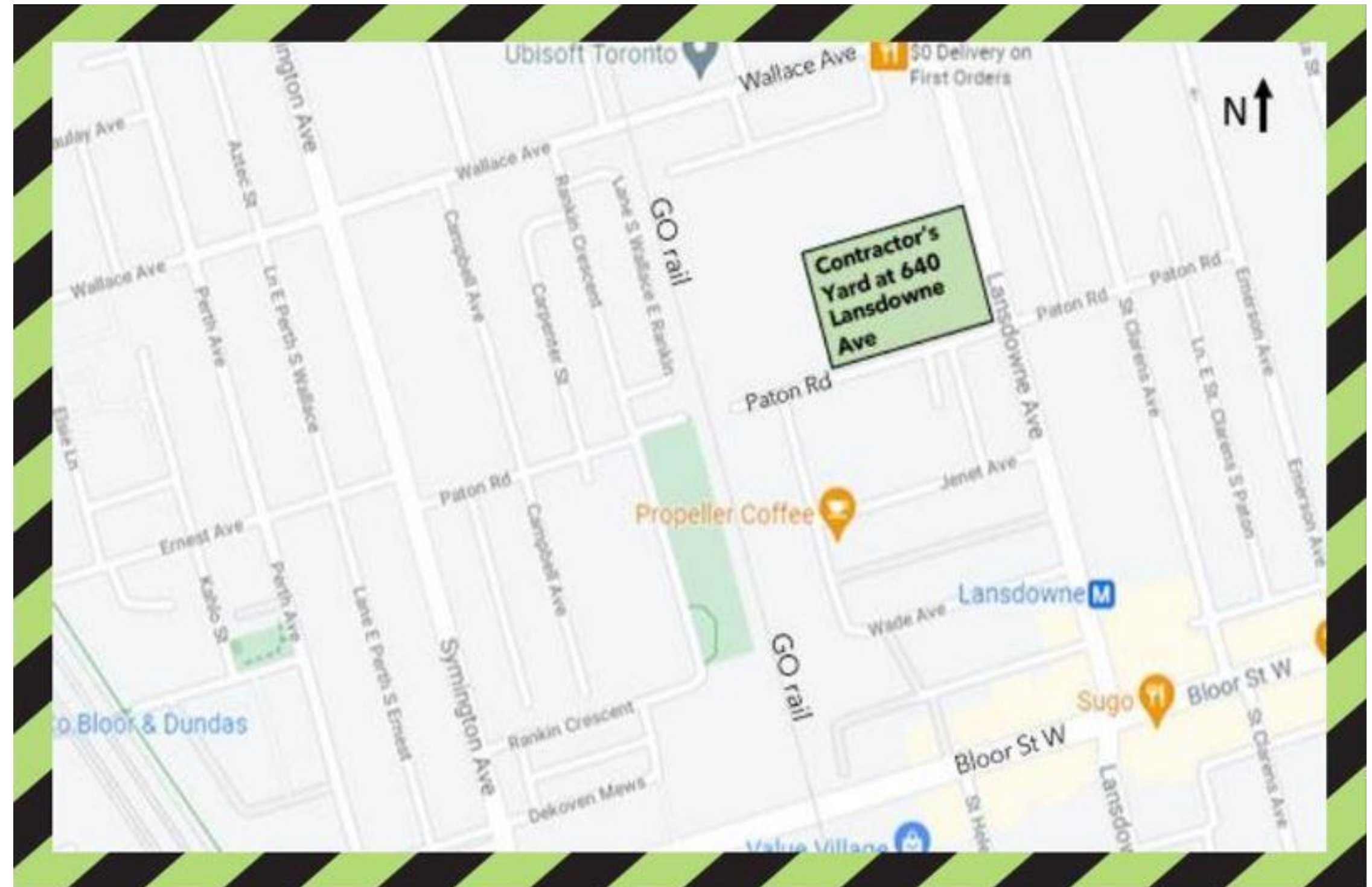
As Elevated Guideway construction gets underway with girder installation, construction activity and truck traffic at our yard located at 640 Lansdowne Avenue, at the corner of Paton Road, has started to increase.

Truck traffic is increased due to frequent concrete girder deliveries into the yard via large tractor trailers and regular girder transportation from the yard into the rail corridor via self-propelled modular transporters (SPMTs).

Within the yard, crews will be post-tensioning the girders and a gantry crane will be used to offload the girders.

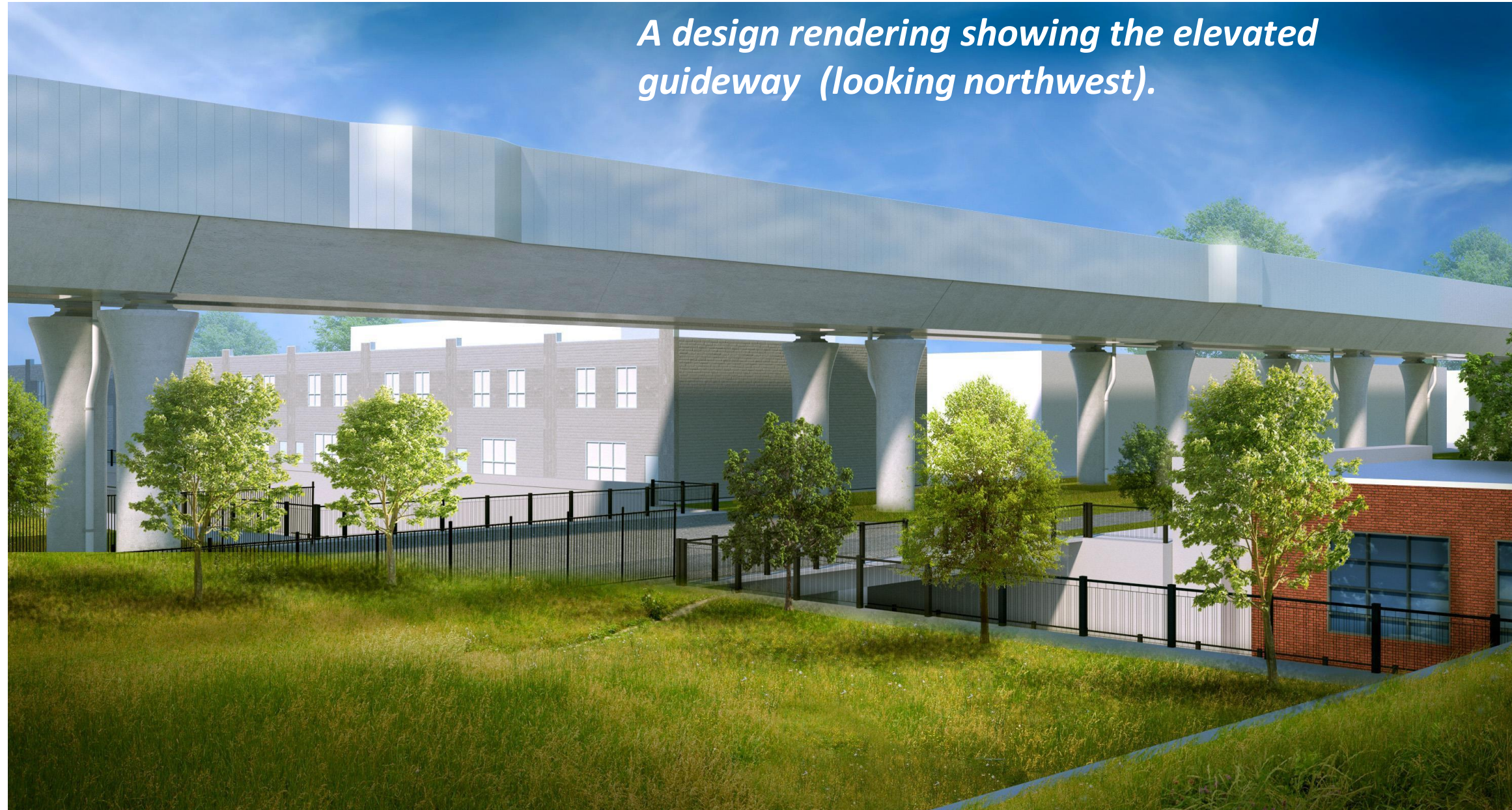
### What to expect:

- Daily from 7 a.m. to 7 p.m.
- Possible late night/overnight activity and traffic
- Residents in the immediate area can expect the following impacts:
  - Increased construction activity, truck traffic, and noise
  - Daily girder deliveries and transportation in and out of the yard
  - Daily work in the yard
- Anticipated completion date is September



# CONSTRUCTION ACTIVITY: IN PROGRESS

## Elevated Guideway - Girder Installation



The elevated guideway portion of the project is made up of precast concrete girders that will eventually support the track.

With the girders in place over the Dupont Bridge, girder installation will now begin for the remaining sections of the guideway. Work has begun on the gantry crane setup at Wallace Avenue. Once complete, girders will be transported from the Lansdowne Yard into the corridor at Wallace Avenue and lifted with the gantry crane.

Start: May 2022.

Estimated completion: Summer 2022.

## Schedule

We are currently identifying ways to carry out as much of this work as possible during the day. However, night work is inevitable in certain locations as passing trains pose a safety concern with the precast concrete girders being installed above. During night work, noise will be constantly monitored to make sure it remains within allowable limits. Should there be noise exceedances, an investigation will take place and mitigation measures will be implemented.

# CONSTRUCTION ACTIVITY: IN PROGRESS

## South MSE (Mechanically Stabilized Earth) Wall - Construction

Construction for the south MSE wall between Bloor Street West and Wallace Avenue is underway.

Similar to the north MSE wall, it is a massive soil structure that has been strengthened by placing reinforced straps in horizontal layers throughout the height of the wall that are connected to pre-cast concrete panels.

The panels fit together like puzzle pieces to keep everything in, and the combination of panels and straps allows the wall to be built with a near vertical face because of the tension produced by the straps.

We are currently working on panel installation on the sections of wall from Bloor St to Paton Rd and from Paton Rd and Wallace Ave. Work is also starting on the Paton Rd underpass to allow this section of wall to be installed next.



*The south MSE wall.*

### What to expect:

- Monday to Friday, approximately 7 a.m. to 6 p.m.
- Construction activity, vibration and noise
- Expected duration: Continuing until Summer 2022



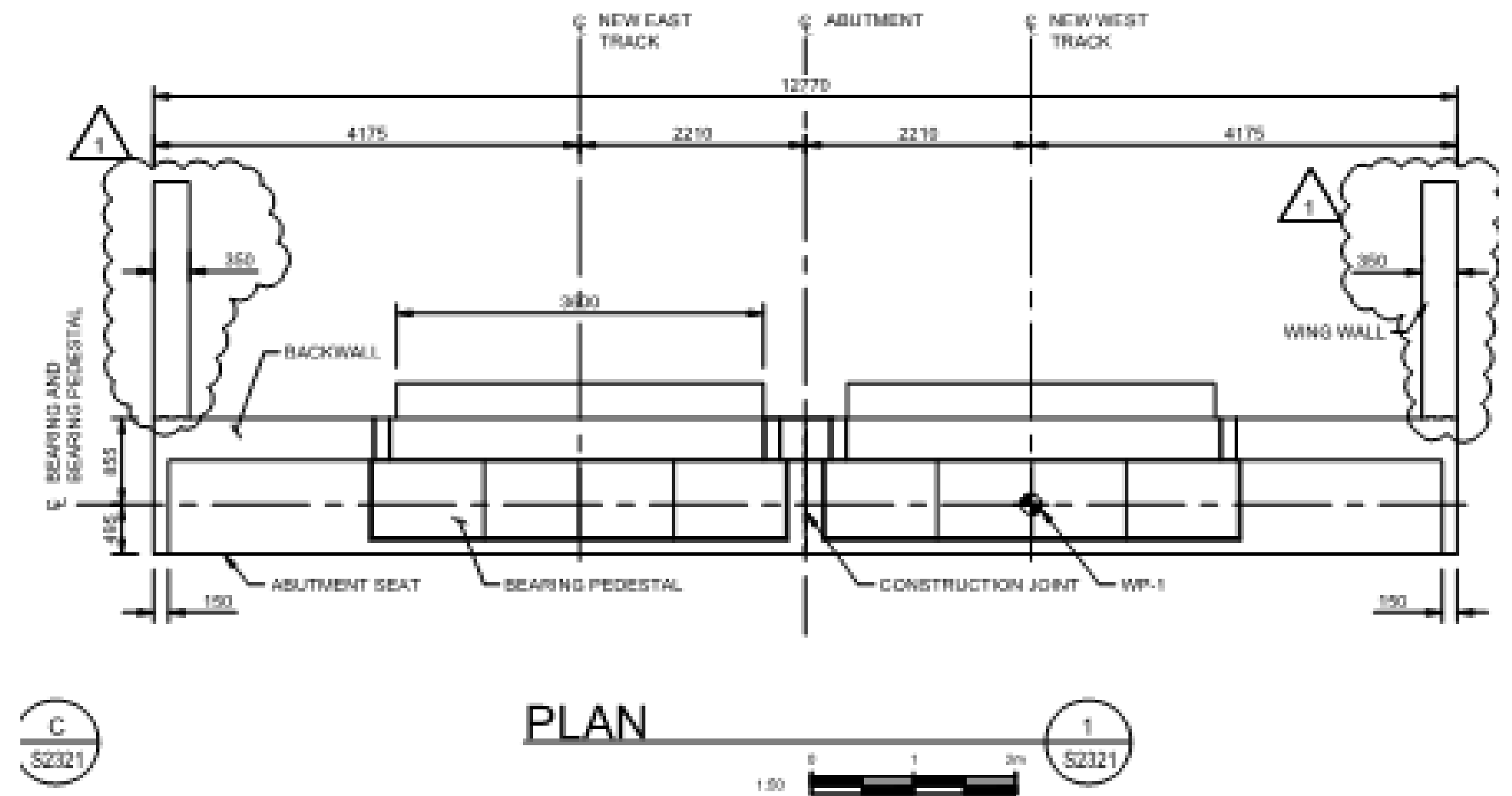
# CONSTRUCTION ACTIVITY: IN PROGRESS

## Bloor Street Bridge - Wing Wall Construction

Crews are currently working on forming and pouring concrete wing walls on the north and south side of Bloor Street. These walls are behind the concrete abutments in place for the Bloor West bridge. Once complete, the area behind the abutments will be backfilled.

### What to expect:

- Daily from 7 a.m. to 6 p.m.
- Construction activity, vibration and noise
- Expected duration: May 2022



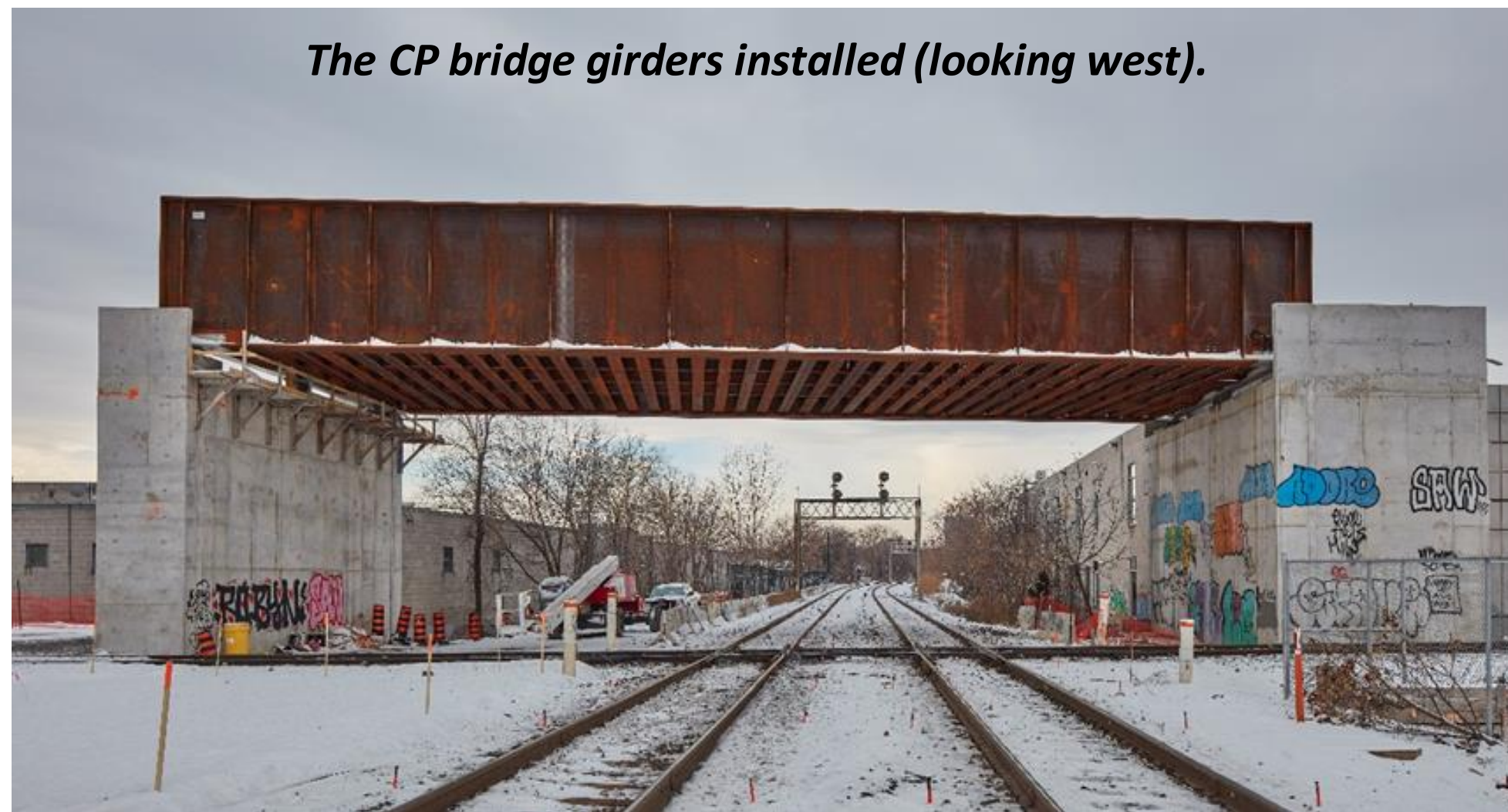
*Design Drawing of Bloor Street Bridge abutment (looking down).*

# CONSTRUCTION ACTIVITY: UPCOMING

## CP Bridge Deck

We have finished building the CP bridge north abutment and south transition wall on the two sides of the CP Rail tracks and installed the CP bridge girders. This will allow us to start installing the bridge deck in Spring/Summer 2022.

All graffiti will be covered prior to project completion.



# CONSTRUCTION ACTIVITY: UPCOMING

## Electrical and Communications Rooms

Work will begin on the Electrical and Communications Rooms in May 2022. First up is the concrete footings which will provide the support for the rooms.



*Design rendering of Electrical and Communications Rooms and Egress Stairway.*

# COMMITTEE DISCUSSION & QUESTIONS

# **HOW TO STAY INFORMED & OUR NEXT CLC MEETING**

# KEEPING YOU INFORMED

## Communication Methods:

- **Construction Liaison Committee (CLC)**
- Emails to Mailing List
- Weekly E-newsletter
- Construction Notices
- Project Website Updates
- Frequently Asked Questions (FAQ)
- Sharing through elected officials (e-newsletter)
- Metrolinx News Blog
- Wayfinding and Signage

## Engagement Tools:

- Virtual Open Houses via Metrolinx Engage
- Working or Advisory Group meetings
- Business Liaison
- Public Meetings (on hold)
- Technical Tours (on hold)
- Pop Ups (on hold)
- Special Events (on hold)



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**Questions or comments:** [TorontoWest@metrolinx.com](mailto:TorontoWest@metrolinx.com) or 416-202-6911

Colin Burns, Community Relations and Issues Specialists

## **NEXT CLC MEETING**

- Our next CLC meeting will be held on: Monday, May 30<sup>th</sup>, 2022, from 5-6 p.m.
- Calendar invites will follow.

**THANK YOU & STAY SAFE**