

Davenport Diamond Guideway

Construction Liaison Committee Meeting #20

January 31, 2022

For more info: metrolinx.com/davenport
For further feedback: TorontoWest@metrolinx.com

AGENDA

- Welcome and Introductions
- Meeting Purpose, Expectations & Code of Conduct
- Safety Moment
- November 29th 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

NOVEMBER 29TH 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



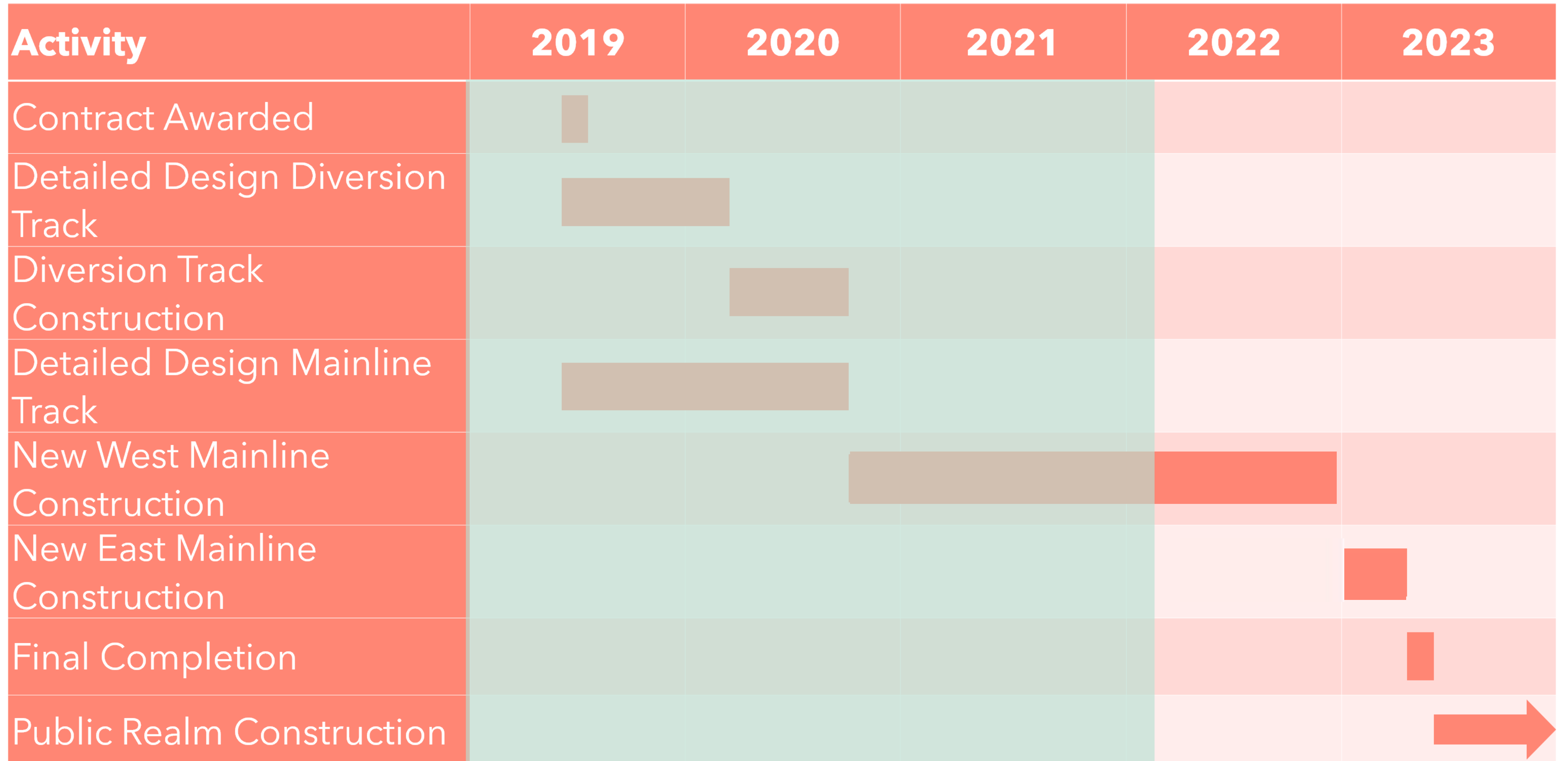
MAP LEGEND

- **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



NOISE, VIBRATION AND DUST MITIGATION

Noise mitigation

We have six noise monitors installed across the project that monitor noise levels 24 hours a day to make sure we stay within the allowable 8-hour equivalent ($L_{eq\ 8\ hour}$) noise limit, based on Federal Transit Administration (FTA) guidelines. The allowable 8-hour equivalent ($L_{eq\ 8\ hour}$) noise limits are: **80 dBA daytime/evening (7 a.m. to 11 p.m.)** and **70 dBA nighttime (11 p.m. to 7 a.m.)**

Prior to construction, we request noise specs from the subcontractors for every piece of equipment to be used. If the noise specs cannot be provided, attended noise measurements for each piece of equipment are performed by an independent acoustic engineer to ensure sound level limits are not exceeded.

All efforts are taken to conduct the most disruptive work during the daytime (where possible), to limit or reduce impacts to neighbours during overnight work. As we have in the past, specific instances of noise can be reviewed and discussed with the Project Delivery Team during CLC meetings upon request.

Additional measures to reduce overnight disruption include no idling of non-essential equipment, using broadband (i.e., white noise) backup alarms on trucks and equipment, and pointing lights away from residential windows as much as possible.

Vibration monitoring

We have three vibration monitors installed throughout the project in areas known to be sensitive receivers to make sure there is no negative impact or structural damage.

Dust mitigation

We are continuously monitoring for dust. Two ways we mitigate dust is with environmentally friendly chemicals in high traffic areas and with our water trailer that we use to water down areas where dust is kicked up.

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 currently reviewing the scheduling of work scopes to utilize weekends as much as possible and 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.

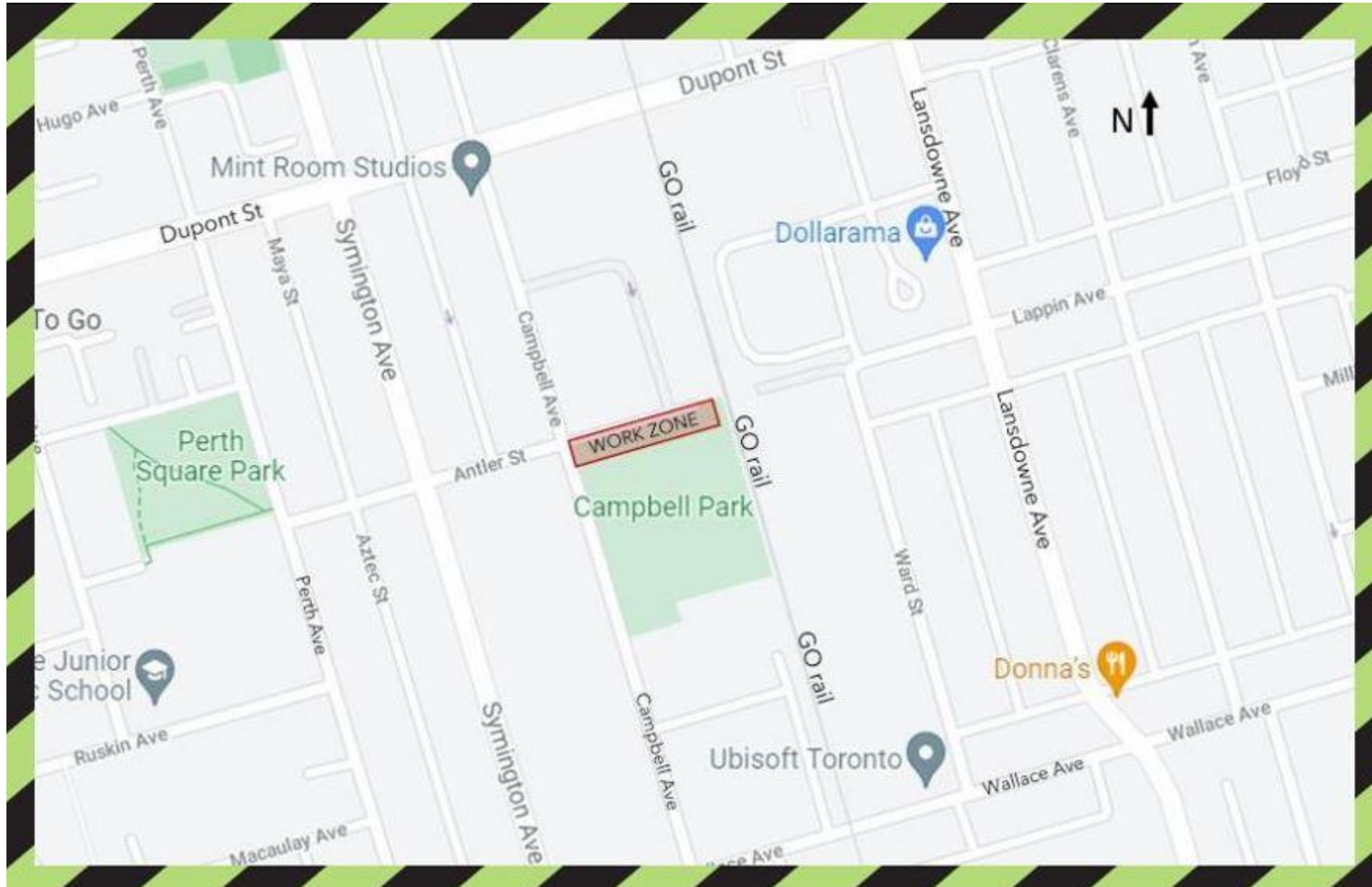
When our work affects or has the potential to affect the integrity of the track, that work cannot be done while trains are running; that work must be carried out when trains are not running, which is overnight. **This is the main reason for overnight construction on this project.**

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

CONSTRUCTION ACTIVITY: COMPLETED

Antler Street – Duct Bank Installation

To provide future power feed to the Davenport Diamond Guideway, we have installed a new duct bank on the south side of Antler Street, along the north side of Campbell Park.



CONSTRUCTION ACTIVITY: COMPLETED

Wallace Avenue Bridge – South Abutment Wall Construction

We have finished constructing the south abutment that will provide support for the new bridge over Wallace Avenue.



A design rendering of the Wallace Ave bridge (looking

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 in full swing.

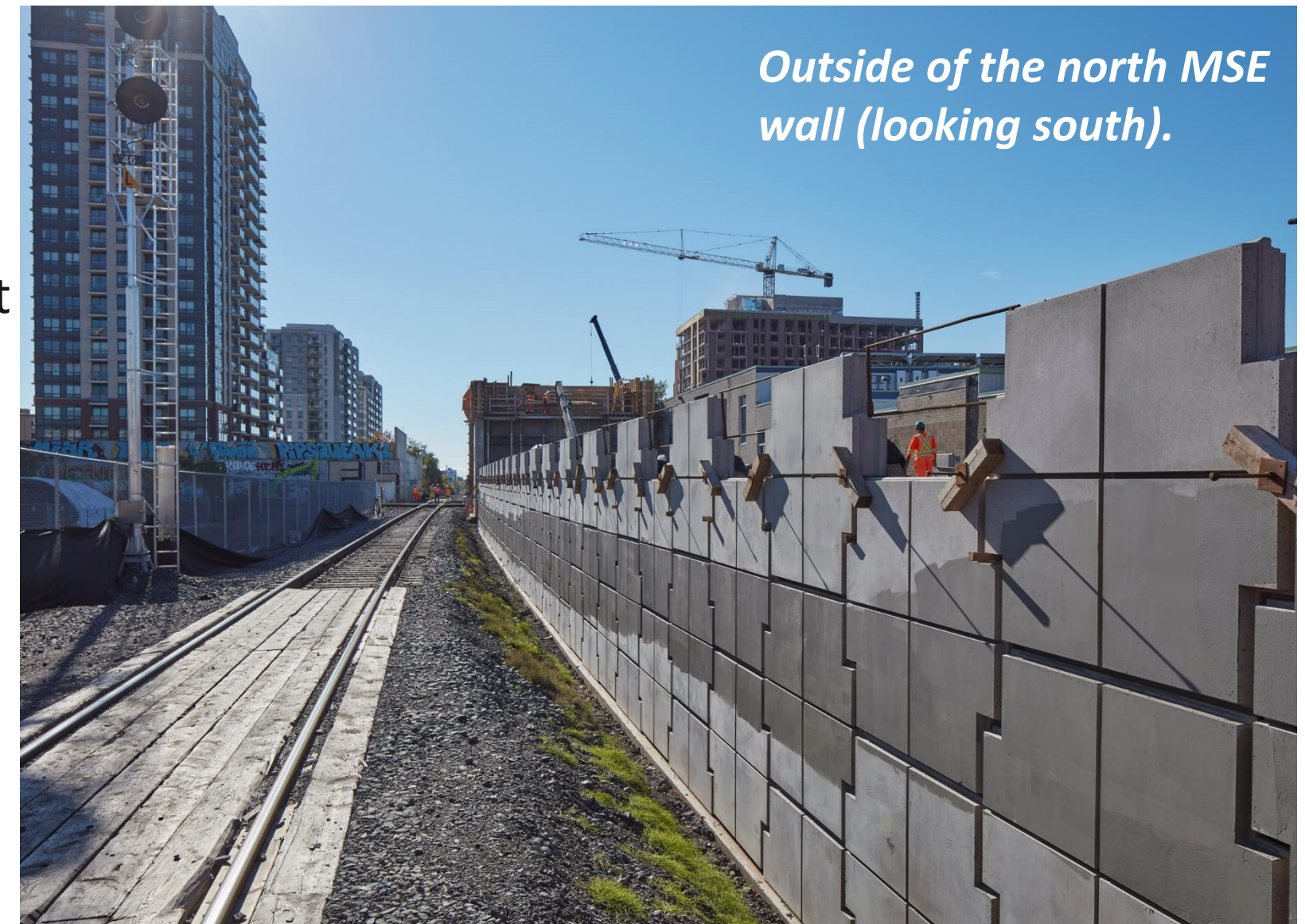
MSE walls are massive soil structures that have been strengthened by placing reinforced straps in horizontal layers throughout the height of the wall that are connected to pre-cast concrete panels.

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.

At the same time, crews are also installing the foundations for the noise walls and installing duct banks 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 continue until end of February 2022, with noise wall and track installation to follow.



CONSTRUCTION ACTIVITY: IN PROGRESS

CP Diamond – Shoring Wall Tiebacks

We continue to install tiebacks for the shoring wall at the northeast corner of the CP Diamond.

These tiebacks provide additional support for the existing shoring wall, protecting and ensuring the stability of the diversion track while the adjacent developer continues their excavation. This work is being carried out from the adjacent developer's land and is expected to be completed by the end of February.



CONSTRUCTION ACTIVITY: IN PROGRESS

Elevated Guideway – Column Erection

The columns of the Elevated Guideway are being erected at a steady pace. Many sets of columns can now be seen along the entire length of the elevated guideway between Wallace Avenue and the CP Diamond.

Over the next month, crews will finish erecting the last set of columns north of Antler Street. This will leave one set of columns remaining directly north of Wallace which will be completed in Fall 2022.

There are 27 sets of columns in total – each set makes one pier.



A design rendering of the elevated guideway, showing the columns over the Dupont Street bridge.



Concrete columns near Dupont Street (looking north).

CONSTRUCTION ACTIVITY: IN PROGRESS

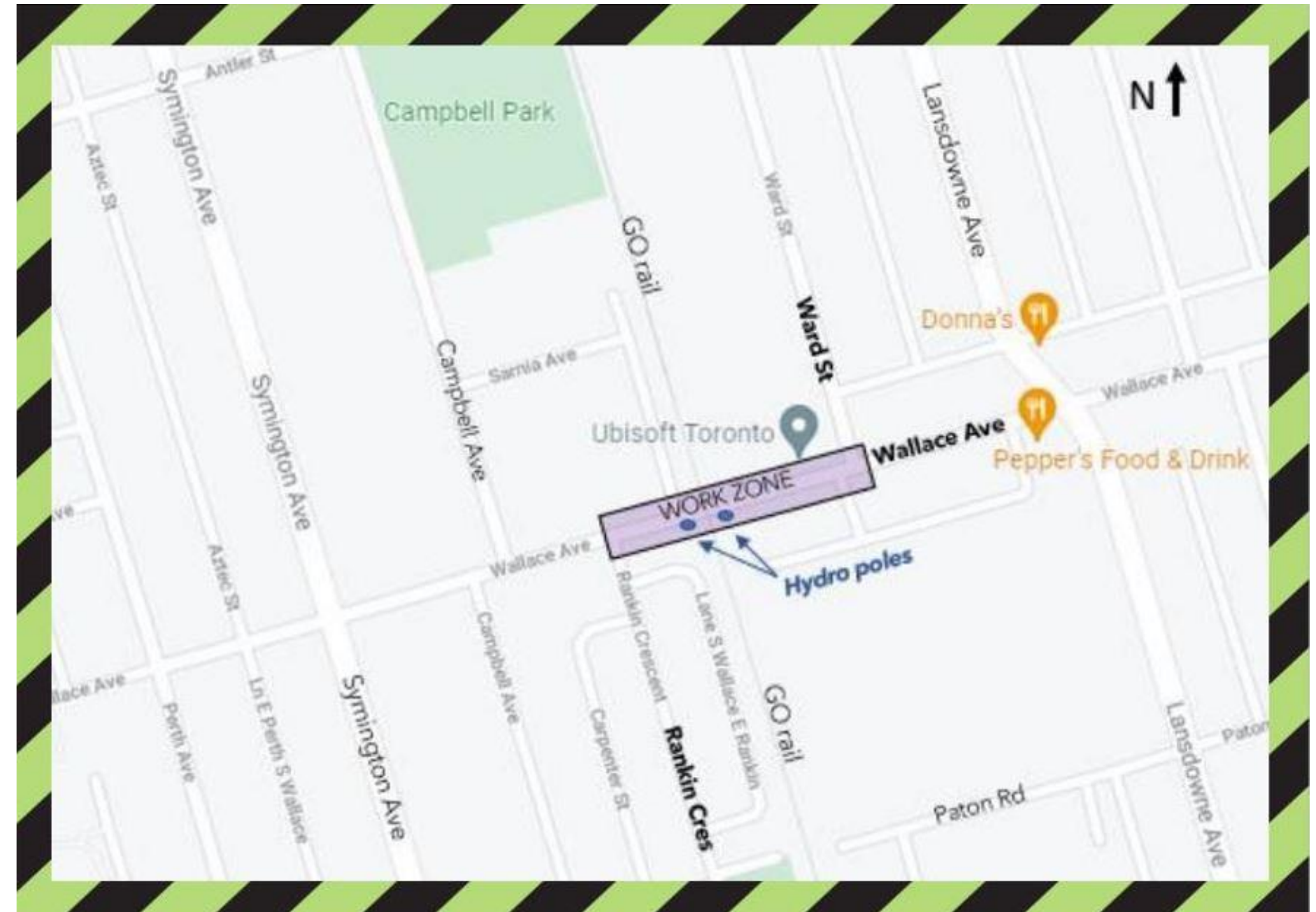
Wallace Avenue Bridge – Hydro Pole and Overhead Hydro Relocation

To facilitate construction of the new Wallace Avenue bridge, two hydro poles and their overhead hydro lines need to be relocated.

The hydro poles are location on the south sidewalk of Wallace Avenue on either side of the rail crossing, and they are being relocated about one metre east.

What to expect:

- 7 a.m. to 7 p.m.
- Expected completion: February 2022
- The following impacts can be expected on Wallace Avenue, between Ward Street and Rankin Crescent:
 - Construction activity, noise and lights
 - Partial road closures – access maintained
 - Alternating sidewalk closures – access maintained
 - Driveway impacts – access maintained
 - Power outages – to be communicated by Toronto Hydro to community 3 days in advance once dates and times are known **expected in late January 2022.*
 - **These impacts will not be in place for the entire duration of work, they will be implemented as needed.*



CONSTRUCTION ACTIVITY: IN PROGRESS

South MSE (Mechanically Stabilized Earth) Wall – Construction

Initial construction for the south MSE wall between Bloor Street West and Wallace Avenue has begun.

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 completing the initial grading and installation of a leveling pad (concrete base for the MSE wall) between Paton Road and Wallace Avenue and have started standing panels directly south of Wallace.



What to expect:

- Monday to Friday, approximately 7 a.m. to 6 p.m.
- Construction activity, vibration and noise
- Expected duration: Initial construction has begun, with panel installation and backfill ramping up into Spring 2022.

CONSTRUCTION ACTIVITY: IN PROGRESS

Bloor Street Bridge – North and South Abutment Construction

Now that the Bloor bridge abutments have been demolished and foundation caissons have been installed, crews are working on rebuilding the abutments.

Construction is underway on the north abutment with the abutment wall being poured early February and form being removed to continue to the next step in the abutment construction – the wing walls. This will take place from within the rail corridor and the north sidewalk will be open for pedestrians (safely fenced off from the work area).

Construction has also begun on the south abutment wall with the abutment wall being poured in late February. The south sidewalk has been demolished and will be reconstructed post girder erection. A temporary pedestrian bypass is in place on the south side and will remain until March.



South bridge abutment construction (looking south).



CONSTRUCTION ACTIVITY: IN PROGRESS

640 Lansdowne Avenue – Contractor’s Yard

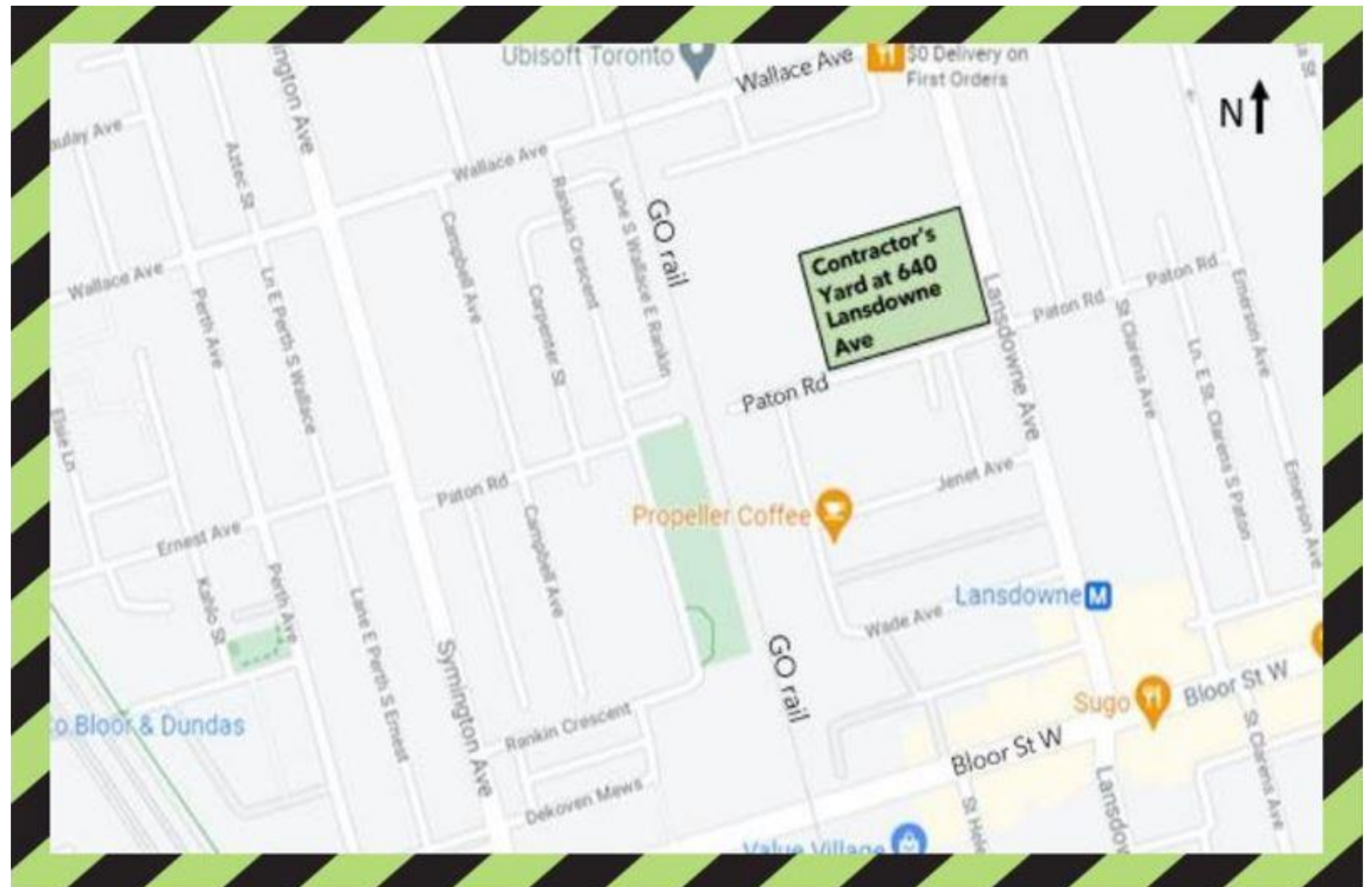
As Elevated Guideway construction gets underway with girder installation, construction activity and truck traffic at our yard located at 640 Lansdowne Avenue, at the corner of Paton Road, has started to increase.

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



CONSTRUCTION ACTIVITY: UPCOMING

CP Bridge Deck

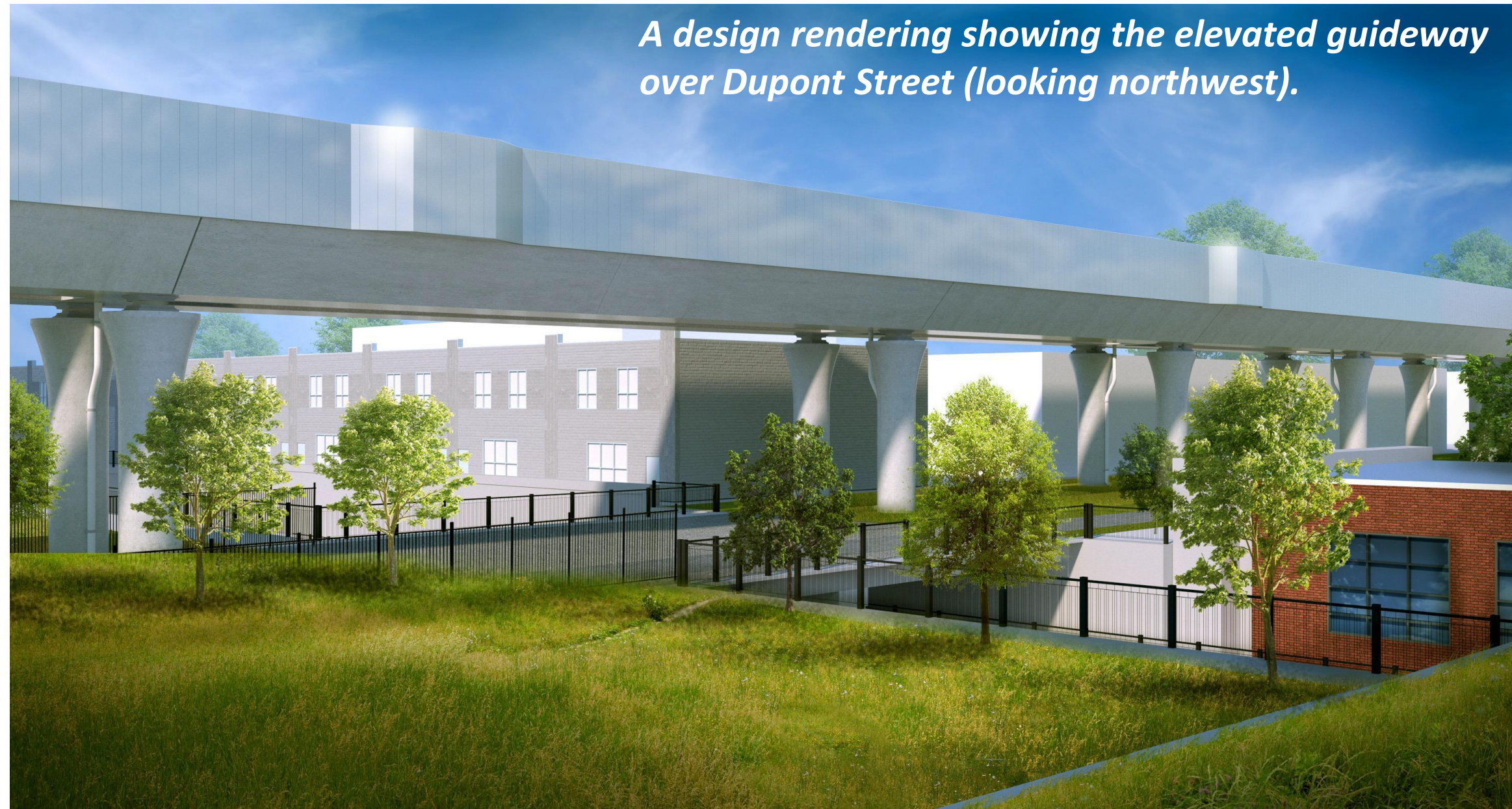
We have finished building the CP bridge north abutment and south transition wall on the two sides of the CP Rail tracks and installed the CP bridge girders. This will allow us to start installing the bridge deck in Spring 2022.

All graffiti will be cleaned prior to project completion and all walls will be treated with a graffiti repellent.



CONSTRUCTION ACTIVITY: UPCOMING

Elevated Guideway – Girder Installation Overview



The elevated guideway portion of the project is made up of precast concrete girders.

Girders are large bridge segments that will support the track.

Tentative start: March 2022 (Dupont girder installation).

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: UPCOMING

Dupont Street Bridge Girder Installation

The first concrete girders to be erected will be over the Dupont Street bridge.

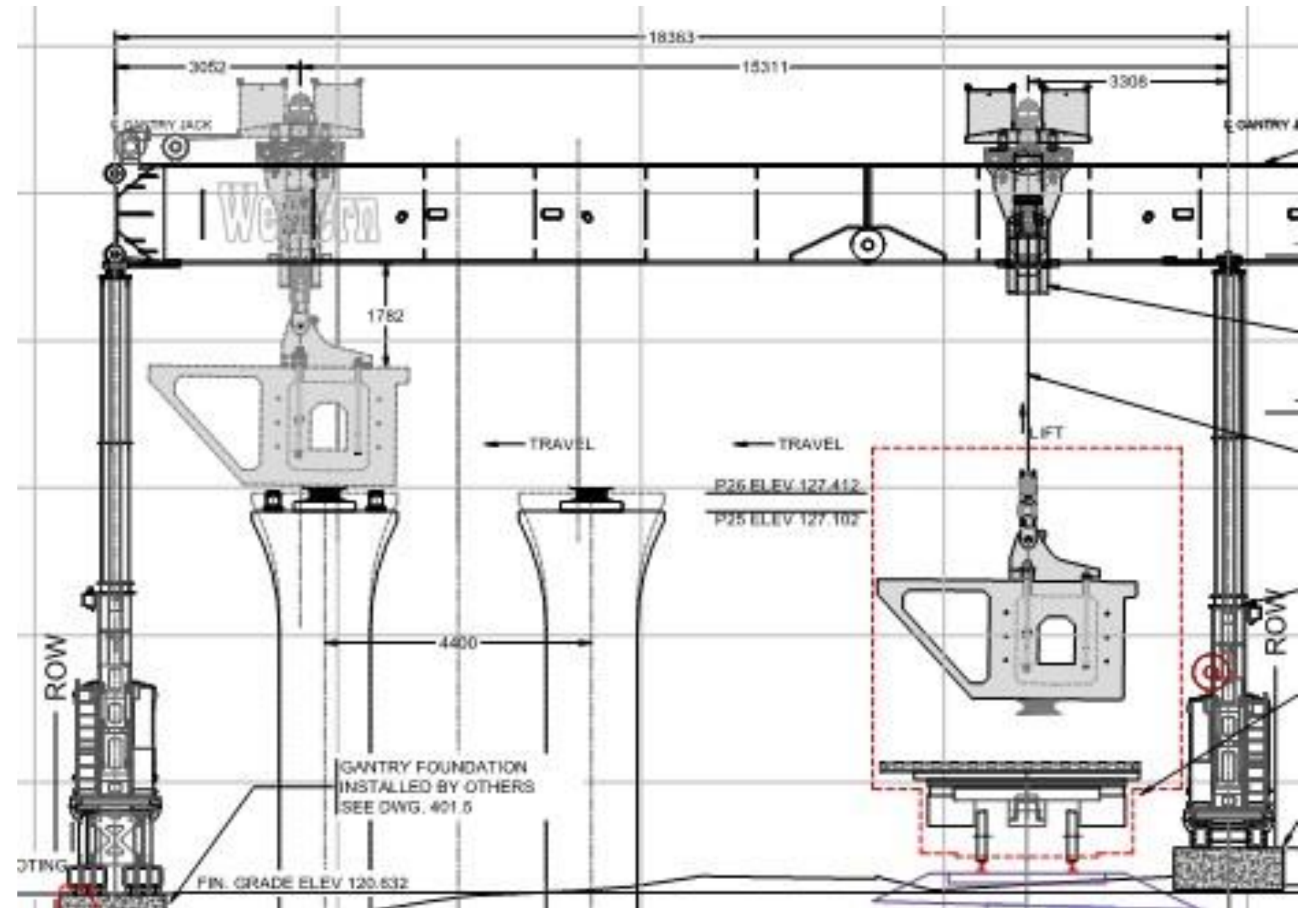
The girders are transported into the corridor at Paton Road, placed onto a rail car, and driven to the Dupont bridge.

The girders will be erected with a gantry crane that is set up over the diversion track on the existing Dupont bridge over Dupont Street.

This work requires multiple full road closures of Dupont Street.

Work will take place overnight when trains are not running.

More details and notice will follow.



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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Follow us: [@GOExpansion](https://twitter.com/GOExpansion)

Questions or comments: TorontoWest@metrolinx.com or 416-202-6911

Stefany Stadnyk & Colin Burns, Community Relations and Issues Specialists

NEXT CLC MEETING

- Our next CLC meeting will be held on: Monday, February 28th, 2022, from 5-6 p.m.
- Calendar invites will follow.

THANK YOU & STAY SAFE