

Hurontario Light Rail Transit Project

Construction Liaison Committee

Mississauga South

November 2021



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 we have a responsibility to recognize and value the rights of Indigenous Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

We acknowledge the historic and continued impacts of colonialization, the many broken promises and Treaties, and the need to work towards reconciliation with the original caretakers of this land... today and for future generations.

OUR MANDATE

The Construction Liaison Committee is a communications forum to provide open, two-way communication and dissemination of information with stakeholders, elected officials, area residents and businesses related to construction for the Hurontario Light Rail Transit Project including construction activities, short- and long-term impacts, steps being taken to address impacts and community engagement and outreach.

AGENDA: NOVEMBER 2021

Welcome & Introductions

Safety Moments

Action Items

Construction Progress

Private Property Impacts

Mississauga South Update

Community Engagement

Round Table Discussion



Safety Moment

SAFETY IS A SHARED RESPONSIBILITY

As a shared responsibility, we each have our part to play to ensure that our construction sites are safe for workers as well as the broader public travelling around active construction zones.

Part of our responsibility is ensuring our construction sites are clean, secure, and have clear signage to caution the public about potential hazards and safely direct them around active work zones.

The public also has a responsibility to pay close attention and adhere to the directions on signage we post around our sites.

Only through a cooperative effort can we build and behave safely.



WORKSITE SAFETY AWARENESS

Safety is at the core of everything we do. While we can't legislate for unsafe behaviors, we can commit to building awareness in order to help mitigate it. Everyone gets home safe, every day.

To increase awareness around worksite safety, we are launching a joint campaign early next year. The campaign will focus on worker and pedestrian safety, as well as educating the community on upcoming shifts in traffic as guideway construction begins.

After receiving multiple complaints of unsafe traffic movements, the project took immediate action to install additional high visibility signage along Hurontario Street and increased safety messaging across social media

We ask that the community, motorists, pedestrians and cyclists:

- Practice patience and plan-ahead to avoid delays
- Adhere to posted speed limits and other signage on the road.
- Avoid distractions while driving.
- Treat construction zones as if they were your own workplace.



Action Items

FOLLOW UP ITEMS

Request to share information regarding TPSS safety

- Information regarding TPSS is immediately available in this presentation
- Team is developing materials to share broadly with community including a graphic that will be shared before TPSS construction

Inquiry regarding public art on the project

- Public art was removed from the project agreement in 2019 due to budgetary pressure
- Mobilinx and Metrolinx are working together to find ways to incorporate community art into construction hoarding along the corridor, updates regarding this initiative will be shared in future CLCs

Request on community tours for the project

- The project is not able to accommodate public tours at this time
- The project is exploring other unique ways they could offer a tour-like experience to the community

Construction Progress

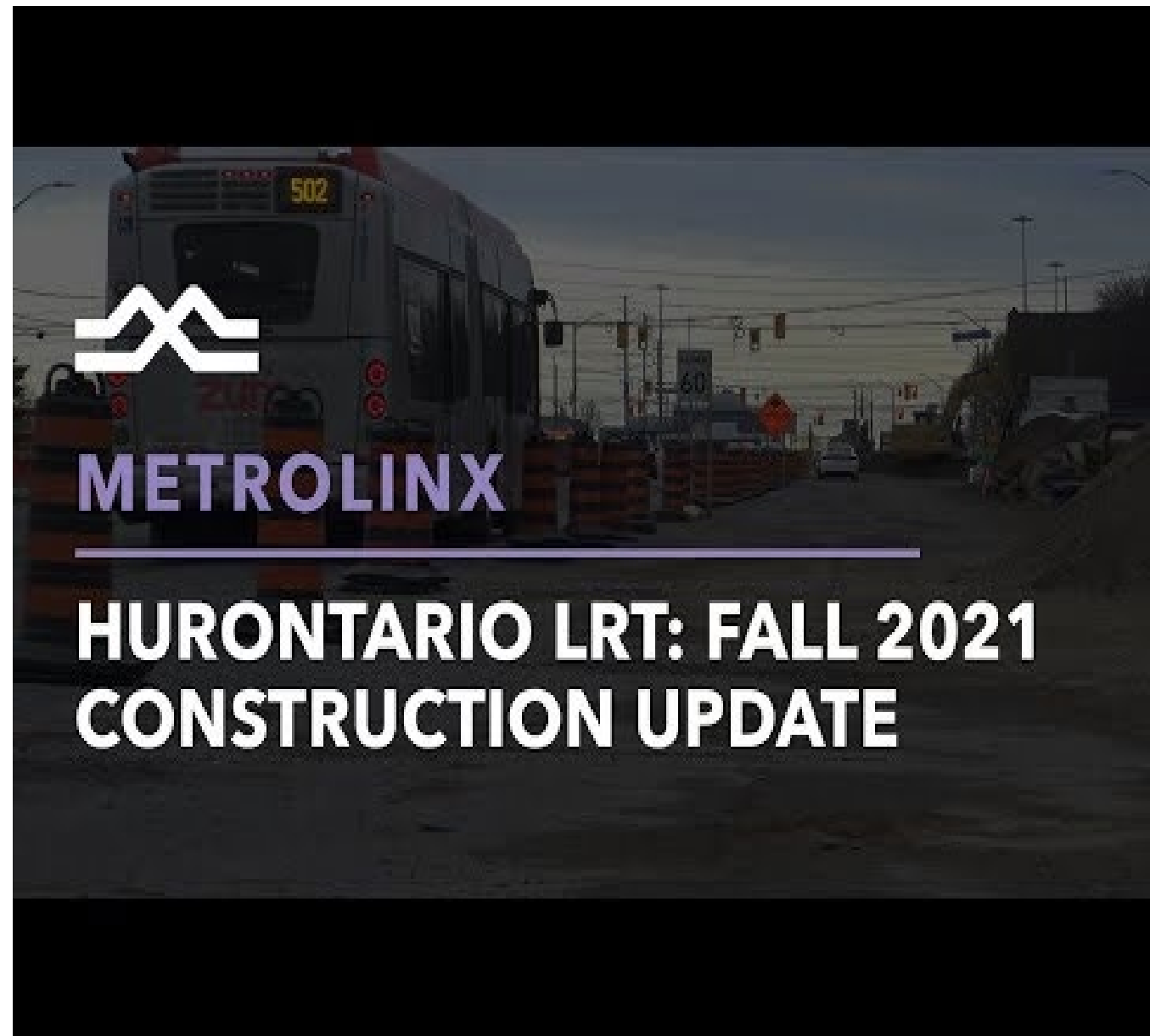
CONSTRUCTION PROGRESS

- FALL 2021

Now under construction, this exciting transit project is bringing 18 kilometers of smooth, fast, reliable rapid transit to Mississauga and Brampton along the Hurontario corridor. The project will mean a doubling of the corridor's capacity to move people while reducing congestion. The Hurontario Light Rail Transit (LRT) project will operate on a dedicated lane, avoiding traffic disruptions, providing residents and businesses in Peel with clean, electrically powered, convenient and integrated transit.

Key Features

- 19 stops
- 18 kilometers
- In service 2024
- Operates in dedicated lane
- 1 below grade stop
- 18 at grade stops
- Connections to Port Credit GO, Cooksville GO and Mississauga Transitway
- Connections to MiWay, MiWay Express, Brampton transit and Züm routes.



CONSTRUCTION PROGRESS

Completed

- ✓ Excavation, shoring to “Push Box” level for the station stop at Port Credit GO Station – Mississauga South*
- ✓ Poured north and south flood walls at Mary Fix Creek (1st Section)– Mississauga South
- ✓ Enbridge gas main relocation at Queensway - Cooksville
- ✓ Construction of the roof, canopy steel, exterior masonry back-up walls, ground floor slabs and door frames – OMSF
- ✓ Enbridge gas main relocation John Street-Cooksville
- ✓ Temporary traffic signals completed-Mississauga Centre and Mississauga South
- ✓ 87% of temporary traffic signals completed on the entire corridor
- ✓ Demolition of one existing parking lot bridge at Mary Fix Creek – Mississauga South
- ✓ Utility relocations east side of Hurontario . Stage 3 flip to the west side in Mississauga North
- ✓ New curb construction complete on the east side in Mississauga North.
- ✓ Alectra relocations complete in WZ 11 and 13 in Mississauga North. Matheson to Brunel and Capston to Derry Road.
- ✓ Installation supporting piers for the new West Bridge at Mary Fix Creek - Mississauga South
- ✓ One-way configuration at Topflight due to Utility Relocation – Mississauga North
- ✓ Tree protections – Mississauga South
- ✓ Geotechnical tests – Brampton





Remaining Median Removals in Mississauga North



Dry Utility Relocations in Mississauga North



Sanitary Installations along Rathburn Road in Mississauga Centre

CONSTRUCTION PROGRESS

Ongoing

- Construction of base slab and launch slab for Push Box-Lakeshore West Structure
- Excavation to platform level-New Port Credit Station
- Poured north and south flood walls at Mary Fix Creek (2nd Section)– Mississauga South
- Installation of sanitary, watermain, and storm sewer lines-Mississauga South and Mississauga North
- Installation of watermain-Mississauga Cooksville
- Installation of sanitary-Mississauga Centre
- Alectra relocations-Mississauga South and Mississauga North
- Installation of temporary bus platforms along the entire corridor
- Tree removals-Mississauga South
- Installation of temporary traffic signals –Mississauga Centre and Brampton
- Road widening and curbs – Mississauga North
- Environmental Boreholes-Brampton
- Installation of the foundation and wing walls of the Etobicoke Creek structure– OMSF
- Installation of new utilities, mechanical, and electrical infrastructure - OMSF





Road Widening in Mississauga North



Watermain Installation in Cooksville



Sanitary infrastructure relocations in Mississauga Centre

CONSTRUCTION UPCOMING

Cooksville – December 2021

- Temporary Bus Platforms installation
- Utility Relocations – Watermain, sanitary, and storm continue

Mississauga Centre – December 2021

- Tree protections and removals
- Utility Relocations
 - Watermain and storm on Hurontario start
 - Watermain and sanitary along Rathburn continue
- Construction of foundations to build elevated guideway on Rathburn Road West

Mississauga North – December 2021

- Alectra relocations, road widening, and curbs continue
- New traffic configurations to correspond to the changes in staging
- Storm and watermain relocations begin between Eglinton and Matheson
- Civil works for track works expected to begin
- Hwy.401 underpass bridge deck rehab

Brampton South – December 2021

- Remainder median removals
- Installation of temporary traffic signals
- Tree protections
- Preparation for staging





Construction Activities at the OMSF Facility on Kennedy Road, Brampton

TRACTION POWER SUBSTATIONS (TPSS)

The Hurontario Light Rail Transit (HuLRT) line will be powered by electricity. Light Rail Vehicles (LRV) need direct current, or DC, to operate. The electricity in the grid where we all get our power is alternating current, or AC. Traction power substations (TPSSs) take the available AC electricity from the local power supply and convert it to DC to power the vehicles. This step is necessary as the available AC supply has a much higher voltage than what is required to power the LRV.

TPSSs are used on virtually every electric train system in the world. They are spaced out along the alignment to ensure the available DC power is constant and reliable to power the rail vehicles. For Hurontario, there will be 13 TPSSs and they will be spaced out approximately 1.5 kilometers apart. The DC electricity will be delivered from the TPSSs to the overhead catenary system all along the alignment.

TPSSs are safe, reliable and proven. They operate with virtually no sound, contain no toxic substances and pose no danger to their surroundings. In addition, they continually monitor the power supplied, will send alerts if maintenance is required and will shut down if there is an issue with the power.

CONSTRUCTION AT NIGHT

Construction for the Hurontario LRT project is a balancing act. Night construction can be disruptive to neighbours, and daytime construction can impact traffic flow and be disruptive to local businesses. Find out how the Hurontario LRT team makes it work in our recent [blog](#).

When overnight work comes up, it is a joint decision between Metrolinx, constructor Mobilinx, and municipal partners to ensure this is the only way construction can be done in an efficient and safe way. When night work must be scheduled, crews are ready to:

- Have on-site environment teams monitor noise and vibration from the worksite to ensure they do not exceed provincial and municipal thresholds.
- Muffle the noise created by portable generators by encasing the generators with a plywood barrier.
- Schedule noisier activities at times when it would create the least disruption to neighbouring residents.

We recognize that nighttime construction can be inconvenient to residents and we are committed to providing as much advance notice as possible when it is unavoidable.



Private Property Impacts

CONSTRUCTION IMPACTS

As we widen the roadway to make room for new and exciting transit that will serve communities in Mississauga and Brampton, there will be impacts to some private properties adjacent to our works that our crews would require access to address.

Our goal is to identify the impacts and work together with property owners to answer their questions, address any concerns they may have, and resolve any items that are in direct conflict with our works. In some cases, this means requesting their permission to enter (PTE) to mitigate the impact of construction on their property. Reasons for our private property outreach includes :

- Coordinating the removal of items that encroach onto the municipal right of way
- Requesting PTEs to regrade a portion of their land, walkway, or driveway to promote the natural drainage of stormwater away from their property
- Requesting PTEs for the protection, pruning, or removal of trees based on an arborist's recommendation.

Where applicable, we often meet on site with property owners to discuss the impacts of construction to their property and are transparent in our commitment to work with them to minimizing these impacts.



PROPERTY IMPACTS

Grading:

Once the roadway is widened, it will no longer match the height of the properties that exist alongside of it. Slight changes to the grade of some properties are recommended to address this.

Grading adjustments will promote the natural drainage of stormwater away from the private lands and into the municipal infrastructure, while ensuring the slope of driveways and walkways are gradual, and not too steep.

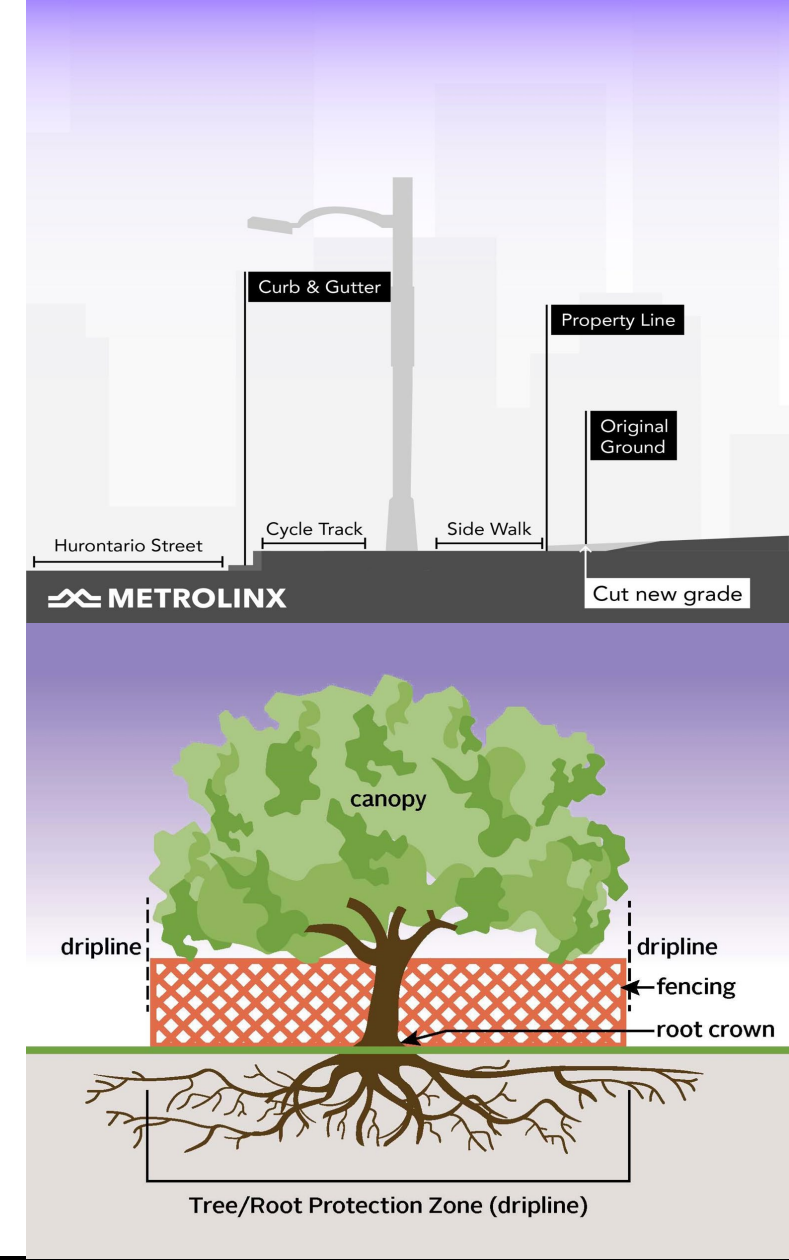
To address this discrepancy, permission to enter a private property to regrade a portion of land, walkway, or driveway is the preferred option over installing a retaining/toe wall.

Trees and Vegetation:

The impact of construction on a tree is assessed by a certified arborist.

The assessment is based on measuring the dripline from the tree canopy. This allows the arborist to identify the extent of the root system and establish a tree protection zone using temporary fencing.

Where the tree protection zone cannot be provided, and more than 30% of the root system is expected to be disturbed by construction, the arborist recommends that the tree be proactively removed.



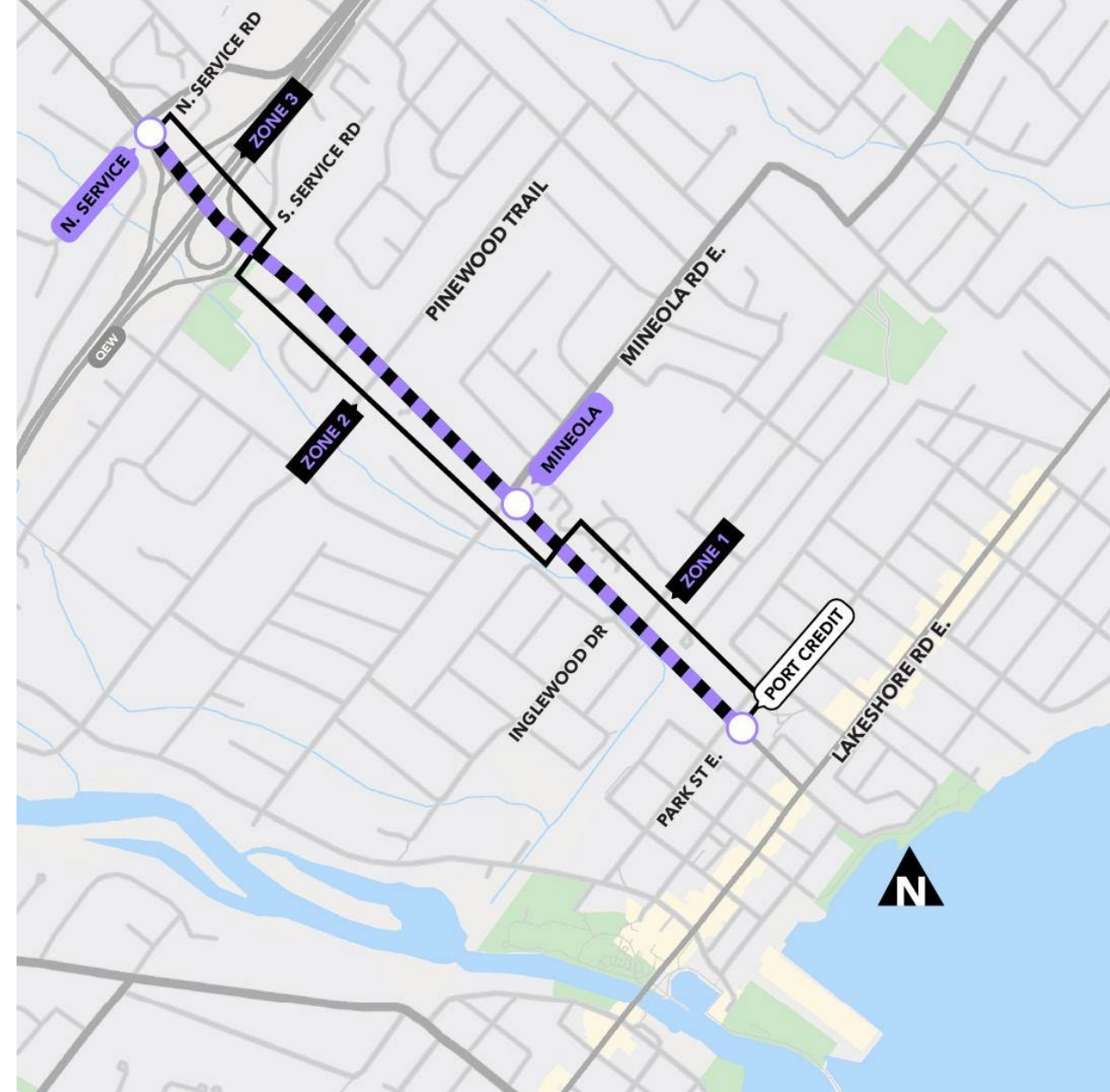
Mississauga South Update

MISSISSAUGA SOUTH WORK ZONES

Work Zone 1 – Park Street to north of Inglewood Drive

Work Zone 2 – Inglewood Drive to QEW South ramp

Work Zone 3 – QEW South ramp to QEW North ramp (Harborn Road)



CONSTRUCTION PROGRESS

Completed

Work Zone One (Park Street to north of Inglewood Drive)

- Sanitary - 80% of work has been completed
- Watermain - 25% of work has been completed
- Tree removals

Ongoing

Work Zone One (Park Street to north of Inglewood Drive)

- Alectra relocations continuing north of Eaglewood

Work Zone Two (South of Mineola to South Service Road)

- Continued installation of sanitary infrastructure between Pinetree Way and QEW
- Tree removals continue

Work Zone Three (QEW MTO ROW)

- Median removals and paving in QEW Right of Way continues
- Energizing of signals and removing of existing ones near Harborn Road/North Service Road

Upcoming (three-month window)

Work Zone One (Park Street to north of Inglewood Drive)

- Watermain and storm works north of Eaglewood
- Alectra works continue

Work Zone Two (South of Mineola to South Service Road)

- Driveway closures
- Watermain installation to begin north of Mineola

Work Zone Two (South of Mineola to South Service Road)

- Watermain relocations



CONSTRUCTION PROGRESS - PORT CREDIT

Completed

- Caisson wall for support during excavation
- Milestone: Excavation to Lakeshore West push box level

Ongoing

- Lakeshore West Structure (Pushbox) construction is ongoing
- Excavation and tieback installation on the south side of the station is ongoing

Upcoming

- Excavation down to service level of the future station on the south side, and platform level on north side.
- Service and Platform Level Construction includes:
 - Rock Anchors
 - Waterproofing
 - Rebar Installation
 - Mechanical and Electrical embedded services installation
 - Pouring of concrete





Hurontario LRT

CONSTRUCTION PROGRESS - MARY FIX CREEK

Completed

- We have completed 40% of all the flood walls
- We have completed the demolition of west bridge
- Curbs and Paving on the north side of the channel parking lot
- Girders (support beams) for the west bridge have been installed
- We have completed the installation the piles for the west bridge

Ongoing

- We are backfilling the north side of the parking lot to install the drainage and reinstate the parking lot
- We are continuing with the bridge abutments
- We are continuing with the channel pour

Upcoming

- Flipping the creek diversion to enable us to complete the channel
- Excavate and backfill north side of the channel
- Reinstatement of the West bridge and pedestrian pathway
- In December we will be demolishing the east bridge





Floodwall Construction at Mary Fix Creek

Communications Engagement

COMMUNITY CANVASS

The Fall canvass focussed on local businesses and transit riders at our temporary bus platforms. Speaking with businesses allowed us to gain a better understanding of their existing digital footprint and what supports they would find useful as they continue to operate during major construction.

Commuters were asked a series of questions to better understand where they get their transit updates from and how they feel about the temporary bus platforms.

Fall Canvass by the numbers

Businesses

- 512 businesses approached
- 273 business surveys completed

Transit User Survey

- 380 transit users approached
- 241 completed the survey

*Findings will be shared in the first virtual CLC of 2022



COMMUNITY ENGAGEMENT

Community Engagement staff are out in the public speaking to residents and businesses where and when it makes sense while following all COVID 19 guidelines to keep ourselves and members of the community safe.

What have we been up to?

- **Fall project update is live at Metrolinx Engage → metrolinxengage.com/hulrt.**
- Onsite and virtual meetings across Mississauga and Brampton
 - Encroachments
 - Vegetation
 - Driveway impacts - grading and utility crossings
- Working from the Mississauga and Brampton Community Offices.
 - Open to the public by appointment, come see us and chat transit!
- Launch of 2021/2022 school year Transit in Your Community presentations.

We're building this transit system in a community, for the community.

Lessons learned: Construction notice fatigue.

Our team is working to build out more comprehensive construction notices, as well as implement the use of more digital boards across the corridor to help raise awareness in the community ahead of overnight work and road closure.

Have you seen them? Do you think it is helping?

Hurontario LRT

Virtual Engagement November 15 - 26



COMMUNITY SUPPORT: FOOD DRIVE & FUNDRAISING CAMPAIGN

Metrolinx and Mobilinx engaged in a friendly competition to collect donations for The Mississauga Food Bank (September 20th - October 13th, 2021)

- The Mississauga Food Bank is the central food bank in Mississauga.
- They distribute food through a network of over 50 agencies including local food banks, pantries, meal and snack programs, and other emergency food programs. Through their network, they provide 5 million healthy meals everyday

Participants were encouraged to purchase items from vendors/businesses on the corridor who are impacted by construction

- **A total of \$3,540 was raised and 629 non-perishable food items were collected**
- The food drive was a great success, we are looking forward to future collaborative fundraising efforts with both teams.

Next up, our teams will be supporting the Peel Children's Aid Society Foundation to help collect gifts for their children.

*These are our internal efforts to support the community we are building in.



COMMUNITY ENGAGEMENT

Questions?

Ask us at metrolinxengage.com

Or contact us by phone, email, or on social media.

Stay up to date with Metrolinx projects in your region!
[Metrolinx.com/peel](https://metrolinx.com/peel)



Hurontario LRT Community Offices

Phone: 416-202-7500

Email: peel@metrolinx.com

3024 Hurontario Street unit G12
Mississauga, ON. L5B 4M4

17 Ray Lawson Blvd unit 9
Brampton, ON. L6Y 5L7



@HurontarioLRT

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Round Table Discussion



APPENDIX A: GLOSSARY OF CONSTRUCTION TERMS

Term	Definition
Culvert	Culverts are small channels that allow water to run under a road or railroad structure.
Wet Utilities	Examples of wet utilities are sanitary, storm water (rainwater), water main (potable water, fire hydrants)
Dry Utilities	Examples of dry utilities are power, underground conduits, fiber optics (telecommunications).
Guideway	The guideway is the structure the LRVs will operate at the HWY 403 crossing. This includes steel tracks, the concrete pads for tracks, and OCS poles. The elevated guideway is a structure with tracks raised above the street level, and civil works for the guideway includes anything below the grade of the guideway (duct banks for electrical cables, drainage etc.)
Roads, Curbs, Sidewalks	This involves preliminary works including drainage, catch basins, temporary paving, new curbs, sidewalks, and boulevards etc. Final paving and reinstatement occur as a part of the final landscaping and design package.
Push Box	An innovative method which uses hydraulic jacks & spreaders to move a cast-in-place concrete box carrying the entire underpass in a short period of time. It causes minimal disruption to surrounding traffic.
RSS/Retaining Wall	Retained Soil Systems Wall. The purpose of this wall is to retain soil in order to protect a change in grade.
Track works	Track works are at grade.

APPENDIX A: GLOSSARY OF CONSTRUCTION TERMS

Term	Definition
Hydro Duct Bank	A grouping of hydro cables buried underground or encased in concrete.
Flood Wall	A wall built to prevent inundation by high water.
Caisson Wall	Caisson (or secant) walls consist of drilled holes filled with concrete that forms continuous arrays of interlocking shafts that are periodically reinforced with vertical steel piles to create an excavation support system..
Staging	Staging indicates the set-up of fenced off work area and installation of temporary bus platforms as required on the corridor.
Pole	A structure used to support overhead lines.
OMSF	OMSF stands for Operations, Maintenance and Safety Facility of the Hurontario LRT. It is located just south of Hwy.407 at the border of Brampton and Mississauga.
Girder	A girder is a horizontal support beam used to strengthen bridges and other structures.
TPSS	TPSS stands for Traction Power Substation. They ensure a consistent level of power to the Light Rail Vehicles.
French Drainage System	The French Drainage System consists of a trench filled with gravel or rock or pipe to divert water away from an area. It is used to prevent water damage to building foundations. This will be installed at the OMSF site.