

Hurontario Light Rail Transit Project

Construction Liaison Committee

Cooksville &
Mississauga Centre

January 2022



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: JANUARY 2022

Welcome & Introductions

Safety Moment

Action Items

Construction Progress

Mississauga Cooksville: Construction Update

Mississauga Centre: Construction Update

Community Engagement

Round Table Discussion



Safety Moment

EXCAVATION & TRENCHING

Excavations and trenches over 2.4m or 8ft in depth must be protected by a barrier 1.1m (4.2ft) high if proper sloping cannot be achieved

Where excavations / trenches are near public ways, other considerations must be applied:

- Fencing of adjacent sidewalks, including signage warning of the hazards
 - "Danger due to Excavation/Fall Hazard"
- Fencing / signage and protection for off hours around the entire area
- Temporary concrete barriers where workers are exposed to traffic hazards
 - (i.e. high-speed areas or locations with hazards such as curves/bends, poor line of sight)

Access / Egress

- Ladders must be placed and secured within the excavation
- Rescue plans must be established prior to workers entering
 - i.e. davit arm with harness or rescue basket
- Tools / materials should be sent in prior to workers entering to avoid dropped objects and promote 3-point contact if required to enter via ladder



Action Items

FOLLOW UP ITEMS

1. Request for time capsule from schools for community; re: project, life in a pandemic, etc
 - After investigation area being built is future LRT lanes, roadway and sidewalk. Time capsules could not be retrieved.
 - Exploring a partnership with the cities to have time capsules buried at local schools or on municipal land.
2. Request for worker safety video to include in Transit In Your Community Presentations.
 - Mobilinx is building out a safety edition of “where is waldo” as a component of TIYC presentations.
3. Why has Metrolinx sold this Property that will result in eliminating parking spaces?
 - Metrolinx has reserved parking at most of our GO Stations which gives you exclusive access to a parking space specifically designated for your registered vehicle. Updates to that plan are coming and will include revised parking supply targets and multi-modal station access strategies.
 - Metrolinx’s GO Rail Station Access Plan recognizes that increasing parking supply at some stations – including Port Credit – is not financially feasible and would result in increased traffic congestion in our communities.
 - The plan recommends and plans for a shift towards more sustainable modes of station access, including transit and active transportation usage to accommodate future ridership growth.

Construction Progress

COMPLETED CONSTRUCTION

Corridor Wide

- ✓ 73 concrete Hydro poles and 22 km of aerial conductor cables installed along the corridor
- ✓ 7.5 km of watermain, sanitary and stormwater installed throughout the corridor
- ✓ 90% of temporary traffic signals completed
- ✓ Traffic speed limits have been reduced from 80 km/h to 60 km/h along Hurontario Street, between HWY 407 and HWY 401

Mississauga South

- ✓ Shoring works and excavation of sump pits for the Port Credit GO Station
- ✓ Concrete for roof slab, east, west, and middle wall poured for Lakeshore West Push Box
- ✓ Concrete for deck of West Bridge poured and connected to North Flood Wall at Mary Fix Creek

Mississauga North

- ✓ Utility relocations and new curb construction complete on the east side of Hurontario. Traffic has flipped to the west side between Matheson and Britannia



HURONTARIO LIGHT RAIL TRANSIT PROJECT 2021 CONSTRUCTION MILESTONE



73

Concrete hydro poles installed



22,000m

Aerial conductor cable installed



36,000m³

of earth (soil & rock) removed from Port Credit



285,900 tonnes

Total amount of backfilling done at OMSF



27

estimated tonnes of greenhouse gas emissions reduced through virtual training and onboarding



Over 10,000

Inspections conducted throughout the Project, between, safety-quality and environment



Nearly 8,000

task hazard assessments (THA's) and work plans created for site activities



7.5km

of watermain, sanitary and stormwater installed



29

fire hydrants installed



Remaining median removals in Mississauga North



Dry utility relocations in Mississauga North



Temporary traffic signal installations in Brampton South

ONGOING CONSTRUCTION

Mississauga South

- Micropiling at the Lakeshore West rail corridor for the Push Box structure
- Excavation to platform level and early works for the Port Credit Station
- Pouring concrete for north and south flood walls at Mary Fix Creek

Mississauga North

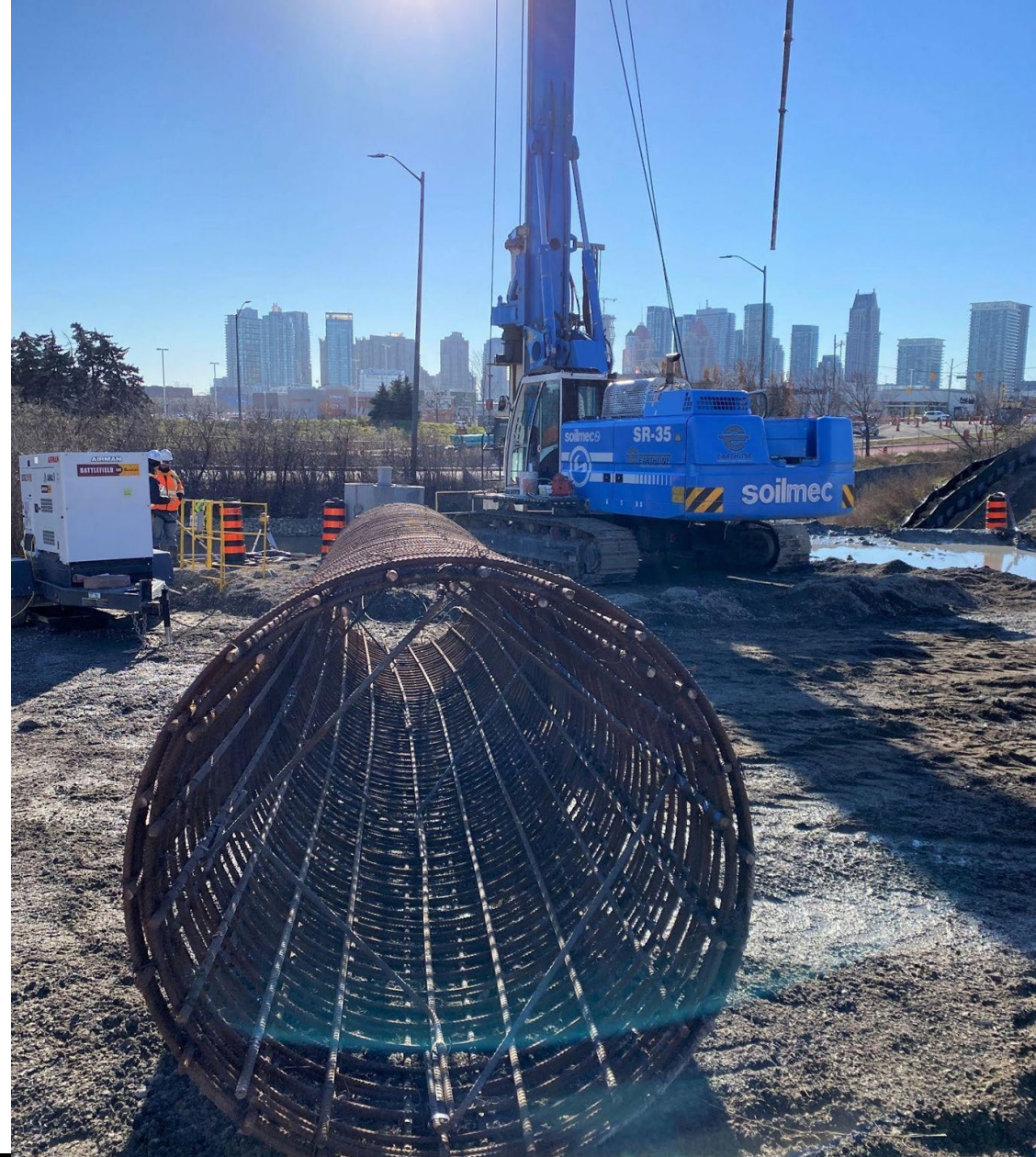
- Trenching for permanent streetlights (poles) between Matheson and Britannia
- Hwy.401 underpass bridge rehabilitation
- Road widening and curbs
- Installation of underground duct banks and catch basins between Matheson and Britannia on the east

Brampton South

- Installation of new utilities, mechanical, and electrical infrastructure at OMSF

Corridor Wide

- Installation of sanitary, watermain, storm systems, and Alectra relocations
- Installation of temporary bus platforms along the entire corridor
- Tree removals and trimming





Road widening in Mississauga North

Hurontario LRT



Staging for median removals in Brampton South



Removal of remaining medians in Mississauga North

 METROLINX

UPCOMING CONSTRUCTION

Mississauga South

- Prep works at Port Credit GO Station for service level construction including: waterproofing, rebar and formworks, embedded electrical and mechanical, concrete
- Installation of a temporary bridge (Verona System) that will support the Lakeshore West rail tracks as the tunnel structure is pushed underneath
- Demolition of the east pedestrian bridge at Mary Fix Creek and the installation of piles to construct the new bridge

Mississauga North

- Alectra relocations, road widening, and new curb installations continue between Matheson and HWY 401

Brampton South

- Preparation for staging on both sides of Hurontario Street between Bartley Bull Parkway and Brampton City Limits
- Wet Utilities set to begin once traffic staging is complete (watermain, sanitary and storm) for Hurontario and Kennedy Road
- Installation of guideway, tracks, and OCS poles at OMSF





Lakeshore West Push Box



Port Credit Station - Excavation



Floodwall and Pedestrian Bridge Construction at Mary Fix Creek



Construction Activities at the OMSF Facility on Kennedy Road, Brampton

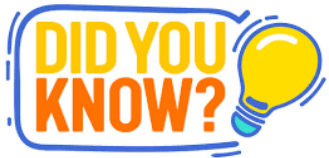
KEEPING THINGS ON TRACK: RAIL FACTS

Key Metrics:

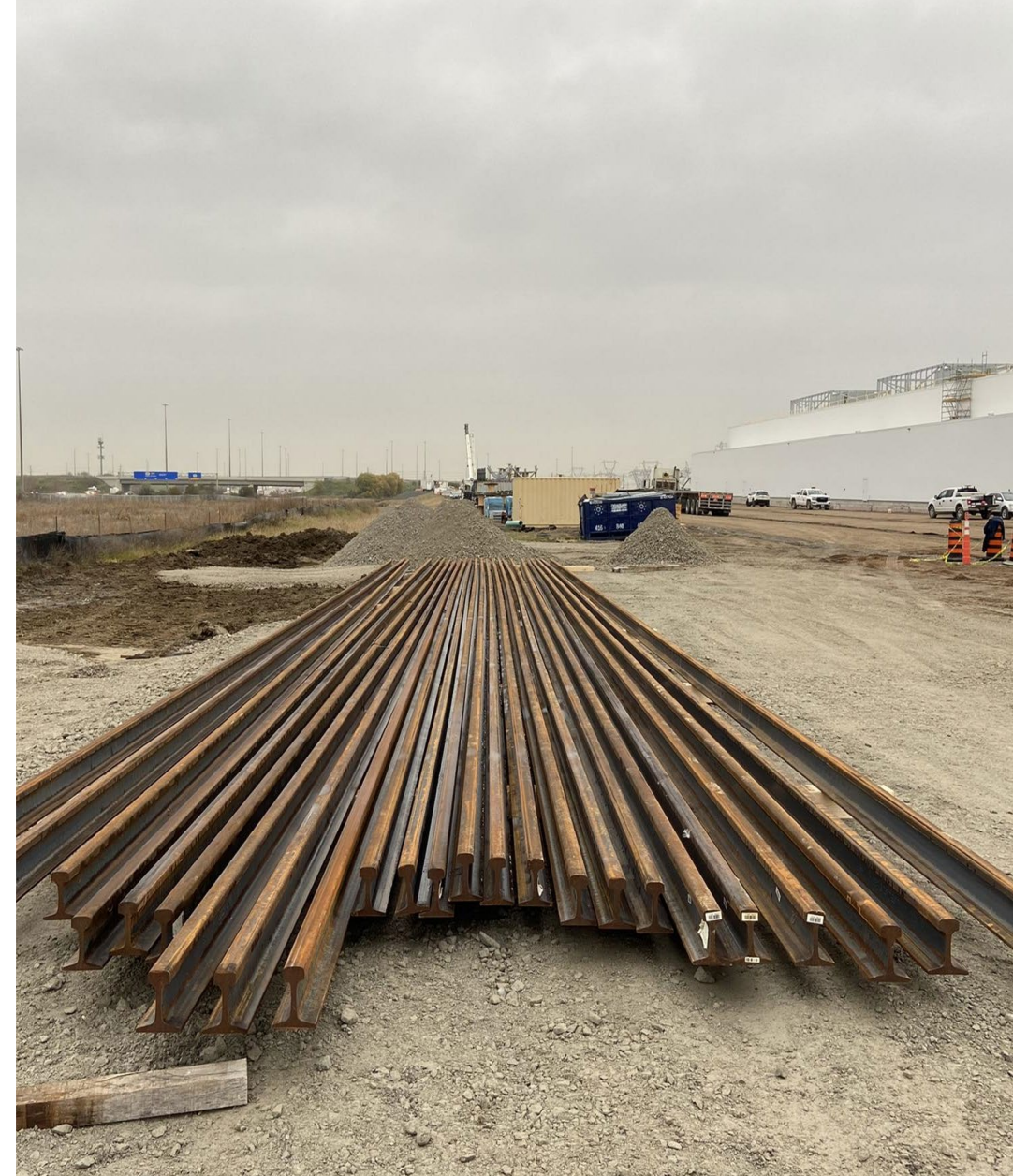
Once complete, the entire project will use:
89 km rail weighing approximately 5000 metric tonnes
55,000 Monoblock and Twin bloc ties
32 km of Rail Encapsulation
13,000 metric tonnes of rail ballast
47,000m³ Guideway Concrete

Deliveries:

120 segments of rail have now been delivered to the OMSF and 360 to the laydown area adjacent to Cooksville GO.
Each segment of rail is 25m in length!



Fun Fact! The first pieces of rail will be installed at the Operations Maintenance and Storage Facility with in the next few months!

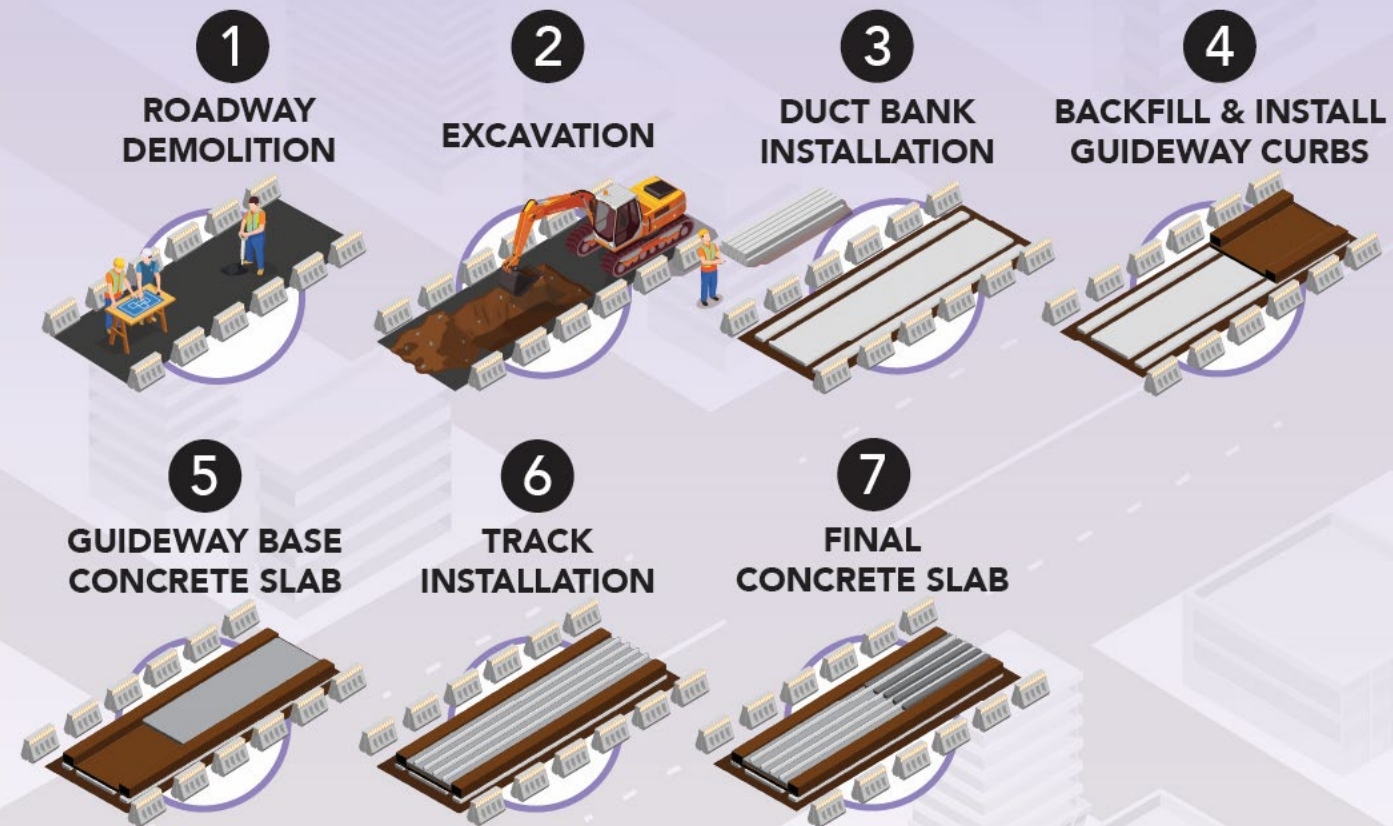


HOW TRACK IS INSTALLED

Installing tracks along the roadway isn't as easy as affixing rails to the ground. Crews first need to dig the roadway up, then dig down as deep as five feet before installing the foundation of the guideway.

Once foundation is installed, the guideway will be backfilled and topped with a concrete slab followed by installation of tracks.

GUIDEWAY CONSTRUCTION



CONSTRUCTION AT NIGHT

Some critical construction tasks can only be safely completed at over night.

Pictured to the right is work to rehabilitate the 401 underpass. You can see crews working under the overpass to ensure that the bridge can support future traffic, along with two lanes of light rail transit.

To complete this work, the underpass is closed between 8pm and reopened to traffic at 6am.

Doing this work at night minimizes the impact to heavier volumes of daytime traffic trying to access highway 401.

This work is completed in phases (northbound, southbound, and centre guideway). Crews are currently working on rehabilitating the northbound section that is expected to be completed in April with the remaining phases expected to be complete by June. These works are planned in coordination with MTO and are weather dependent.



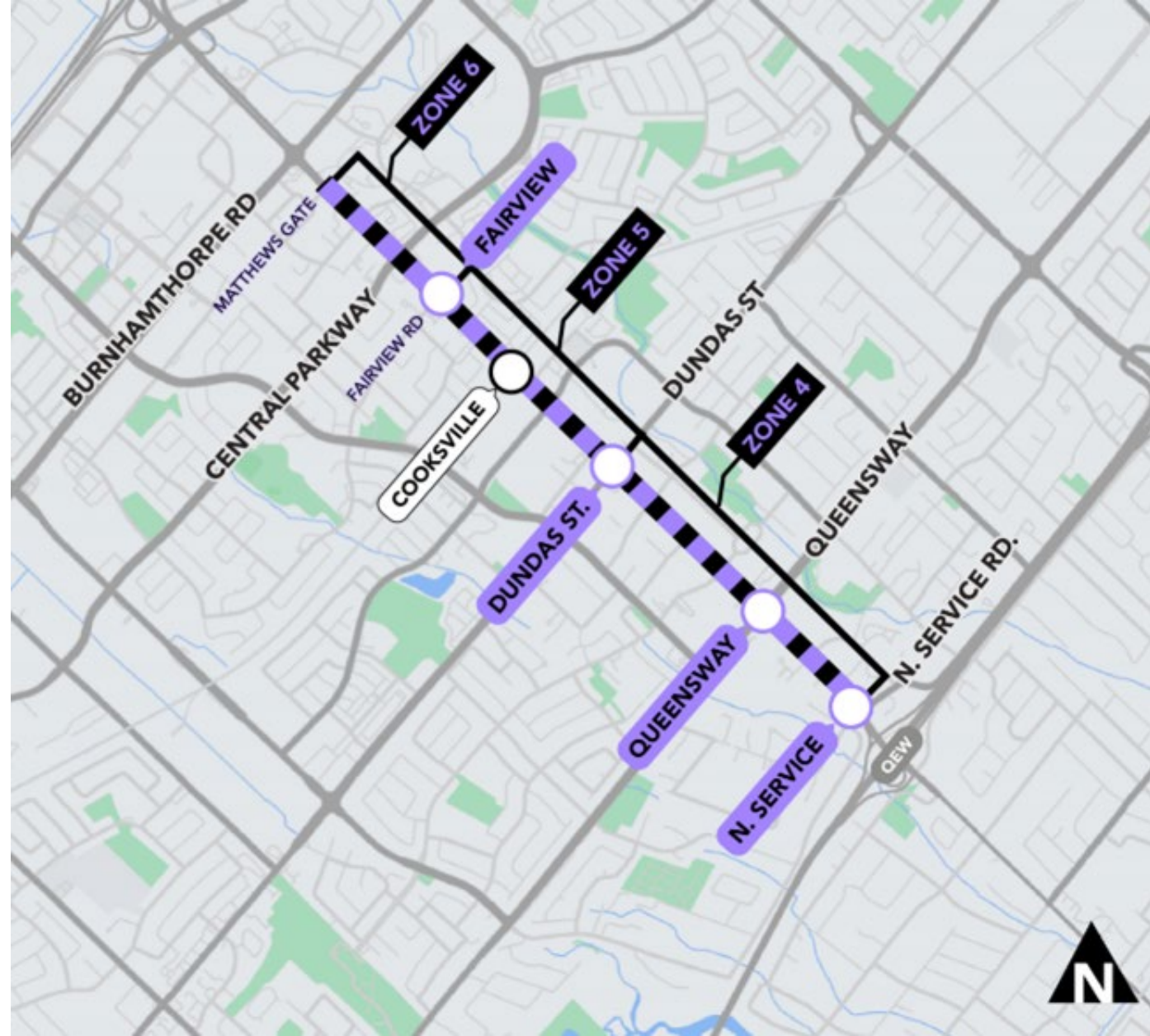
Cooksville

COOKSVILLE WORK ZONES

Work Zone 4 - North Service Road to Dundas Street

Work Zone 5 - Dundas Street to Fairview Road

Work Zone 6 - Fairview Road to Matthews Gate



MISSISSAUGA COOKSVILLE

Completed

- 300mm watermain installation between Fairview Road and Matthews Gate
- Temporary bus platforms installed between Bronte College Court and Matthews Gate
- Temporary Traffic Light installations

Ongoing

- Tree removals
- Watermain installation between King Street and Dundas Street
- Commissioning of watermain installations (pending Region of Peel Approvals)

Upcoming

- Storm sewer work will begin between Dundas Street and Matthews Gate
- Start of hydro relocations followed by telecom infrastructure relocations





Watermain installations in Cooksville

Mississauga Centre

MISSISSAUGA CENTRE WORK ZONES

Work Zone 7 - Matthews Gate to Square One Drive

Work Zone 8 - Square One Drive to Eglinton Avenue



MISSISSAUGA CENTRE

Completed

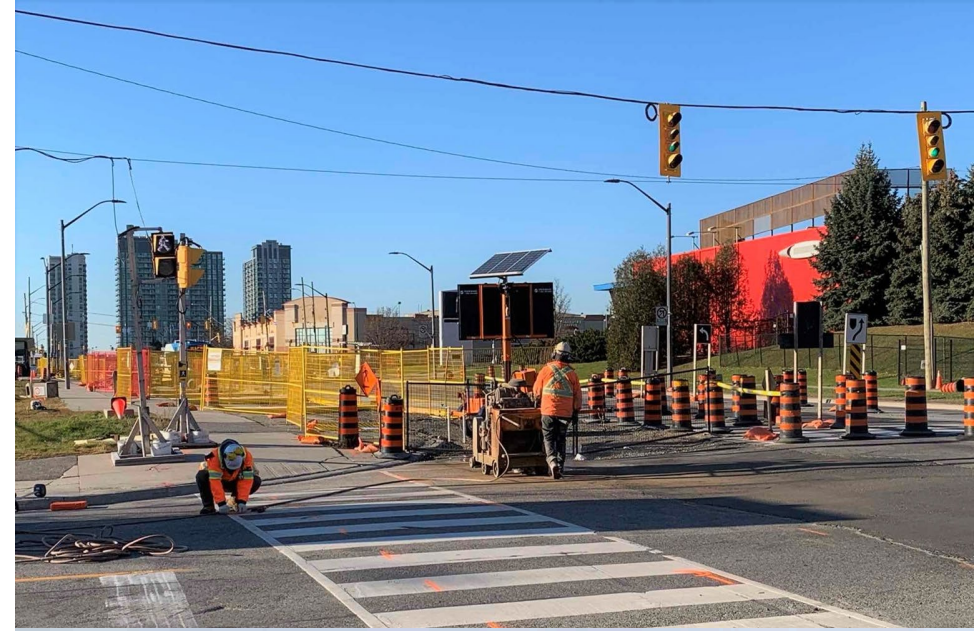
- Majority of Temporary traffic signal pole installations
- Majority of Geotechnical, Environmental and SUE Tests

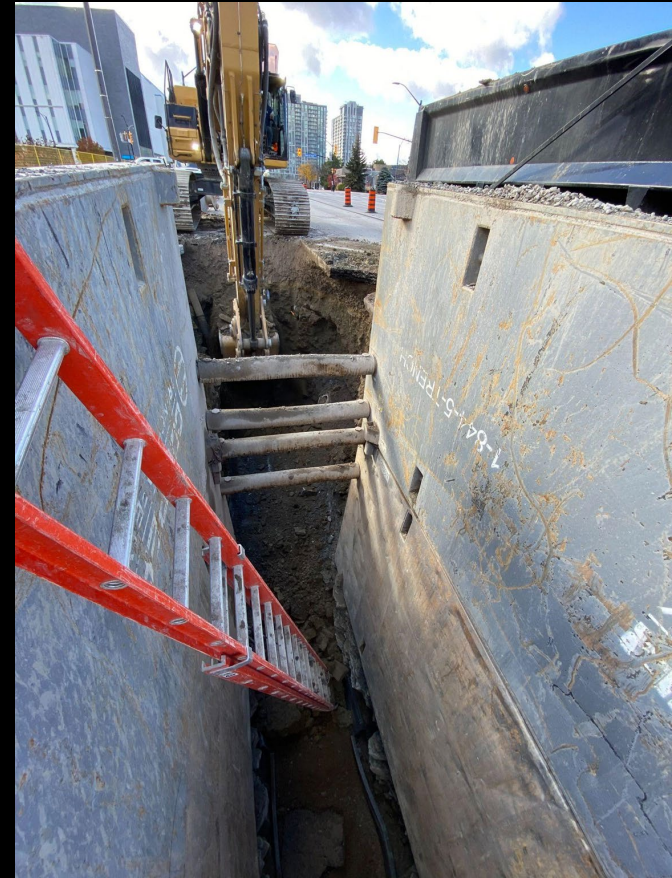
Ongoing

- Sanitary relocations continue along Rathburn Road including some nighttime and weekend work
- Construction of piers continues for elevated guideway near Hwy.403

Upcoming

- 600mm CPP watermain to be completed and then commissioned on Rathburn Road
- 300mm watermain installations begin at Robert Speck Parkway and move north
- Installation of temporary bus platforms
- Watermain and sanitary on Hurontario Street





Sanitary installations in Mississauga Centre

Community Engagement

COMMUNITY CANVASS

The Fall 2021 canvass focused on reaching out to local businesses and transit riders at our temporary bus platforms. The purpose of this canvass is to find out how we can support businesses and commuters through construction.

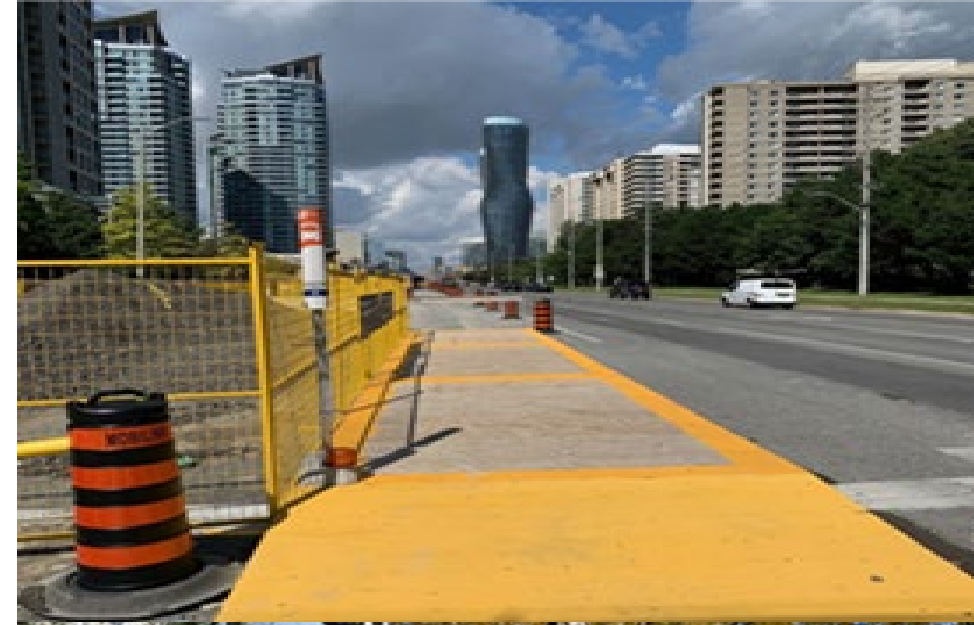
Fall Canvass by the numbers

Transit User Survey

- 89% of the respondents said they are satisfied with the safety and accessibility of temporary bus platforms
- 47% of respondents said they use their bus stop every day

Businesses

- 61% of the respondents said they use e-commerce platforms to sell their products
- 18% of the respondents said they would be interested in attending free online workshops on business development



COMMUNITY SUPPORT: ANGEL TREE

Metrolinx and Mobilinx engaged in collecting donations for the Holiday Wishes Program in support of the Peel Children's Aid Society (deadline December 8th, 2021, with additional drop-offs directly to PCAS offices).

The Peel Children's Aid Society is an agency that works with the community in supporting families facing difficult challenges. The Peel Children's Aid Foundation (PCAF) was created to raise funds for essential programs not funded by the government.

The PCAF's Holiday Wishes Program brings holiday joy to vulnerable children, youth and families. Participants were encouraged to purchase essential items for families in need such as toys, grocery gift cards, baby supplies and toiletries:

- This year an additional 120 families will be supported by the donations, contributing to approximately 1200 families in total
- The foundation requires donations year-round to help support families, kids in care, youth in care and youth aging out of the system.



COMMUNITY ENGAGEMENT

Questions?

Ask us at metrolinxengage.com

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

For More Information

Stay up to date with Metrolinx projects in your region! 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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For questions, contact: Manager, Customer Contact, Metrolinx, 20 Bay St, Toronto, ON, M5J 2W3, (416) 869-3600.

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.

APPENDIX A: GLOSSARY OF CONSTRUCTION TERMS

Term	Definition
Switchgear	Switchgear systems ensure reliable power distribution, power energy control, protection and monitoring for the Finch West line.
Sump Pit	Excavated area that collects ground water and debris to be filtered away from the foundation of a building or structure