

**Ontario Line**

# King-Bathurst Station

# Construction Liaison Committee

November 7, 2024

 **METROLINX**





# Agenda

## Welcome

- Introductions
- Land Acknowledgment
- Safety Moment
- Action Items

## Presentation

- Construction Updates
- Upcoming Work
- We Are Here For You

## Feedback and Discussion (30 Minutes)



# Land Acknowledgment

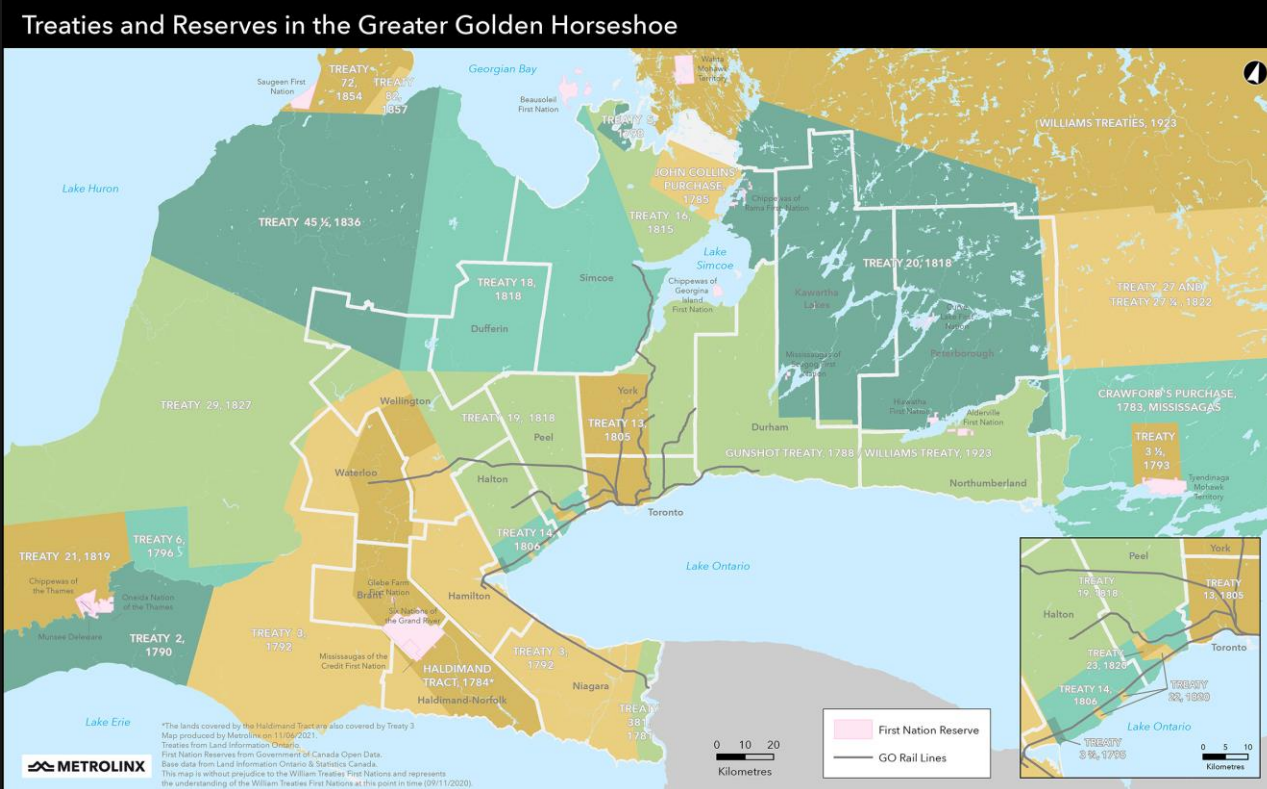
Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.

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

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.





## SAFETY MOMENT - COMMUNITY SAFETY AROUND CONSTRUCTION

**As the work continues to deliver the Ontario Line, numerous safety protocols for trucks have been implemented at both King-Bathurst north and south work sites to keep pedestrians, cyclists and vehicles safe:**

- Traffic control flag persons are present at construction vehicle entry and exit points (gates) to give verbal and hand signals to approaching & exiting trucks.
- Constant communication with other traffic control persons using radio, coordinating vehicle movements.
- Speed limit signs (10km/hr) that are posted and displayed at gates.
- Ongoing briefing with delivery truck companies to follow site safety requirements when entering and exiting.
- More signs will be posted regarding speed limits and construction hazards for the public awareness.
- **As a pedestrian or cyclist, be aware of vehicles and look both ways.**



*King Street West*



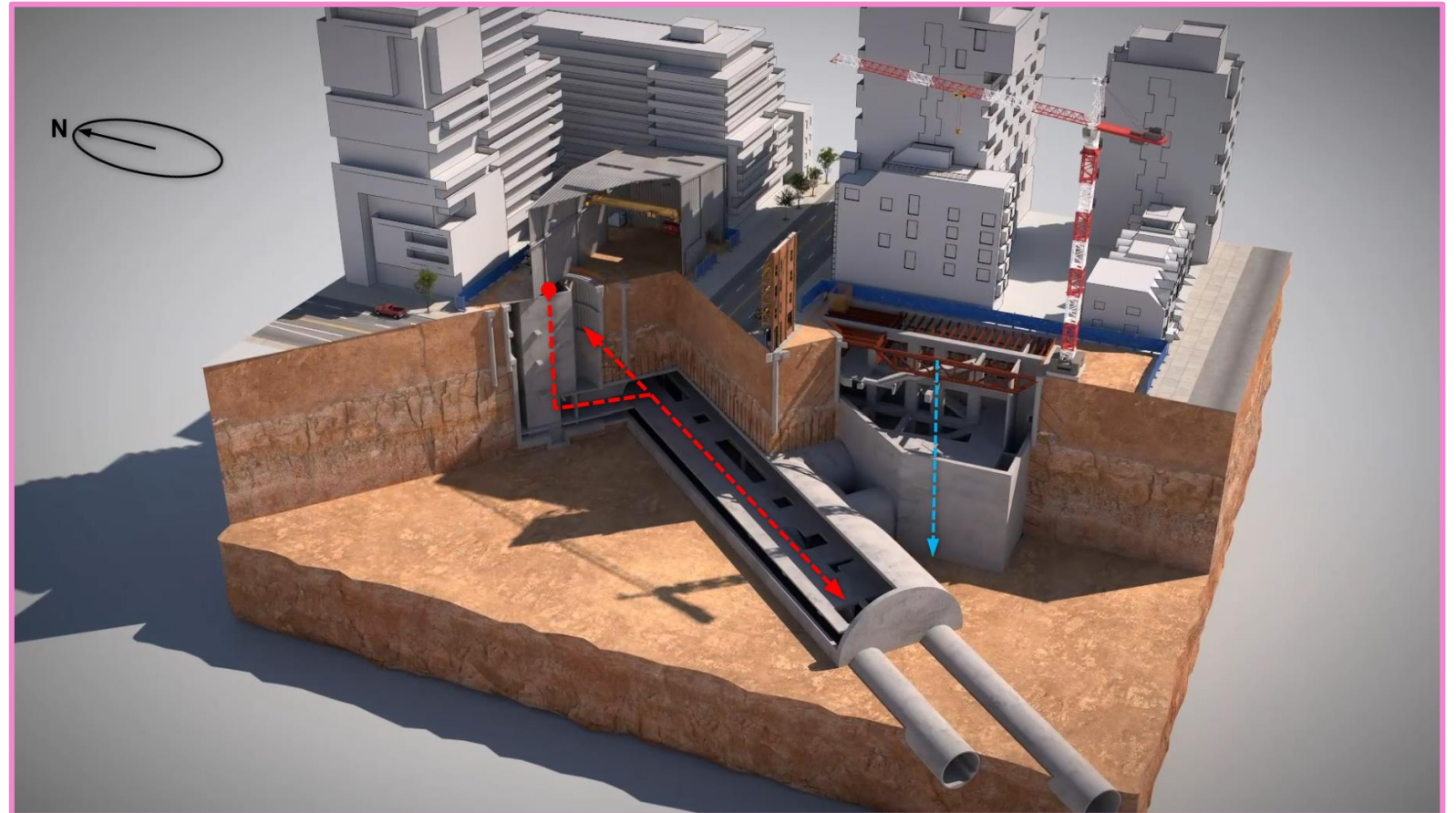
*Traffic control person aiding pedestrians*

## CLC ACTION ITEMS - OCTOBER 2024

#	ACTION ITEM	RESPONSE	STATUS
1	<b>Community concerns for impacts related to acoustic shelter</b>	<p>At the north site, crews have been working to complete both the exterior and interior of the acoustic shelter. The exterior is now complete, and the interior sound proofing and fire protection process is nearly complete.</p> <p>This structure will greatly reduce the amount of noise and light intrusions into 650 King Street West.</p>	<b>Complete</b>
2	<b>Ongoing communication regarding trucking</b>	The construction teams and Metrolinx continue to endeavor to communicate with businesses at the intersection in advance of major deliveries and large-scale trucking deliveries.	<b>Ongoing</b>
3	<b>Tower crane commissioning follow up</b>	The south site tower crane has been successfully commissioned and testing, allowing it to support excavation.	<b>Ongoing</b>
4	<b>South lights overnight</b>	At the south site, crews have taken precaution to ensure lights are directed away from residents, based on community feedback. Lights are in place for safety measures, overnight.	<b>Complete</b>

## SITE LAYOUT - KING-BATHURST NORTH AND SOUTH OVERVIEW

- The north site will excavate to nearly 40m below the street level and then proceed as the entry point for cavern work.
- The station cavern work will create the future underground station area and subway platforms, as the area is hollowed out from north to south.
- This excavation and cavern work will be detailed at future upcoming King-Bathurst meetings.



*Rendered model of the King-Bathurst Station layout looking northeast*

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# King-Bathurst Construction Updates

## KING-BATHURST STATION CONSTRUCTION LOOK-AHEAD (SUBJECT TO CHANGE)

### Major construction milestones to propel the Ontario Line subway forward, at King-Bathurst.

Time	Activity	Details & Purpose
Mid-Fall	Acoustic shelter completion	A large external covering structure has been completed over the north site, to protect from noise and dust and to allow work to progress around the clock.
	Excavation ( <b>ongoing</b> )	Excavation is underway at the south site and the north sites. This process will create shafts to connect to the future station cavern and the tunnels.  Soils and rock will be excavated to create shafts from the street level to the station level, approximately 40m underground.
Mid to Late Fall	Overhead crane installation	At the north site, an overhead crane will be installed inside the acoustic shelter, to assist with excavation.
Late Fall-Winter	Cavern work	Commencing on the north site, the future station cavern work will commence, hollowing out the area to be used as the underground platform area using roadheader machinery.



## ONGOING WORKS: ACOUSTIC SHELTER INSTALLATION

- At the north site, the installation of the acoustic shelter exterior is complete, including ventilation, lighting and fireproofing installations.
- The exterior canvas and roof has been completed as weather protection, in advance of mobile crane installation.
- Inside the shelter, acoustic ceiling panels are being installed and completed this month.
- The acoustic shelter acts as protection from the elements for excavation work, a noise barrier for machinery, and to prevent excess dust and dirt from entering the community.



*Exterior of the acoustic shelter, looking east from the NW corner.*

## COMPLETED WORKS: CAPPING BEAMS

- At the north and south sites, **capping beams installation is complete**, helping to support ongoing excavation by providing extra structural integrity.
- To install capping beams, **crews connected the exposed tops of king piles with horizontal rebar**, creating a trench above the piles to be filled with concrete. This connection the becomes known as the capping beams.
- By capping the exposed piles, the structural supports stay securely in place, and **ongoing excavation efforts are reinforced both vertically and horizontally**, providing even weight distribution at the excavation shaft.



*Crews complete capping beams on piles, by connecting horizontal rebar to the king piles.*



## COMPLETED WORKS: SELF DUMPING BINS & STRUCTURAL SUPPORTS

- At both the north and the south sites, self dumping bin support structures have been installed (pictured to the left), in advance of the self dumping bins being put into circulation.
- The bins are hoisted high above dump trucks, and immediately fill trucks with excavated soil and rock, allowing for efficient and quick loading of trucks.
- Once installed, excavators will fill the bins with material, which is suspended above inbound trucks. The bins automatically unload into the trucks, getting ready for the next vehicle to enter.



*Self dumping bin..*

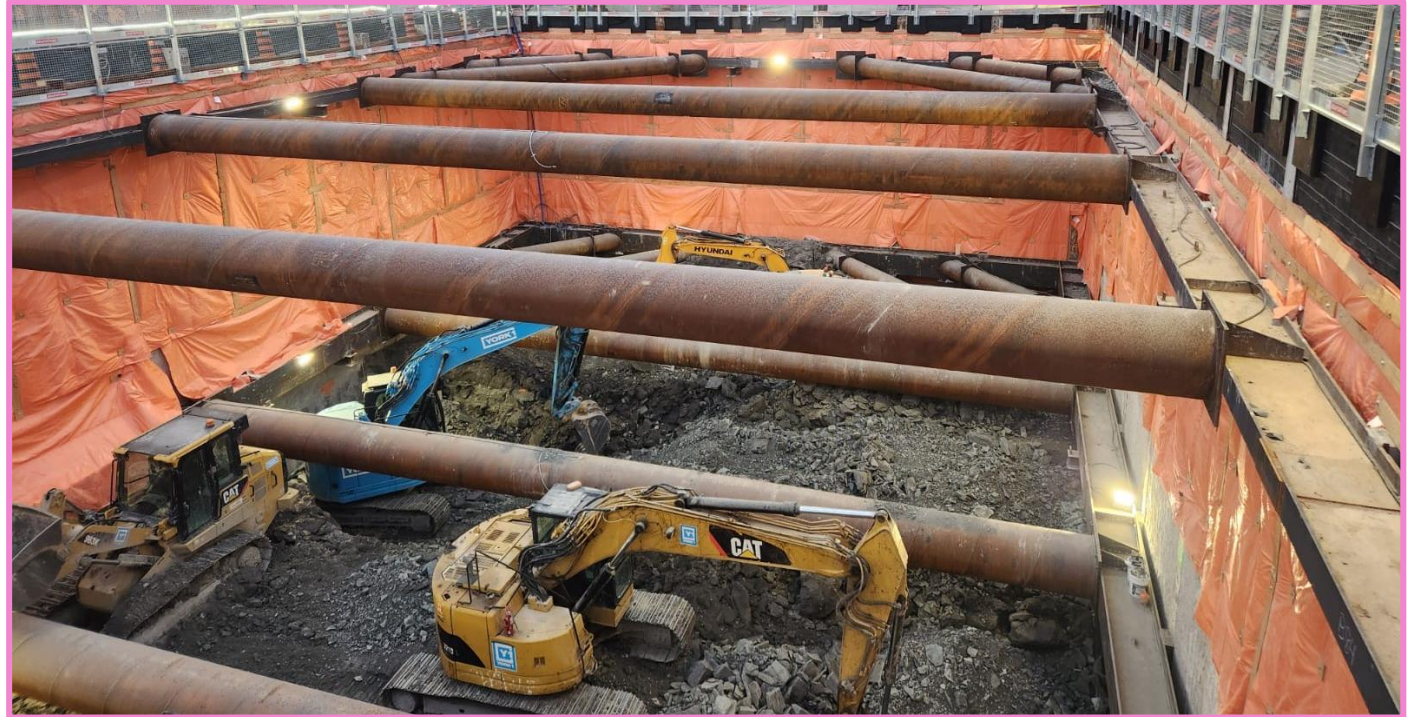


*Structural support for self-dumping bin to be installed, on top of dump trucks.*



## ONGOING WORKS: STRUTS AND WALERS INSTALLATION TO SUPPORT EXCAVATION

- To support excavation, large cross beams are being installed, spanning the width of the excavation shafts.
- **These beams are called struts and walers.**
- The beams act as bracing systems, adding additional structural support for the excavation shaft. They ensure stability and strength at the top of the trench.
- 700 tonnes of struts and walers will be installed.
- The installation process remains ongoing, as is excavating towards level 2 of 5, as crews continue to dig deeper.



*Example of installation of struts and walers (beams protruding on the left) while excavators dig down, to a future Ontario Line station.*

## ONGOING WORKS: NORTH SITE EXCAVATION LEADING TO CAVERN (FUTURE PLATFORM WORKS)

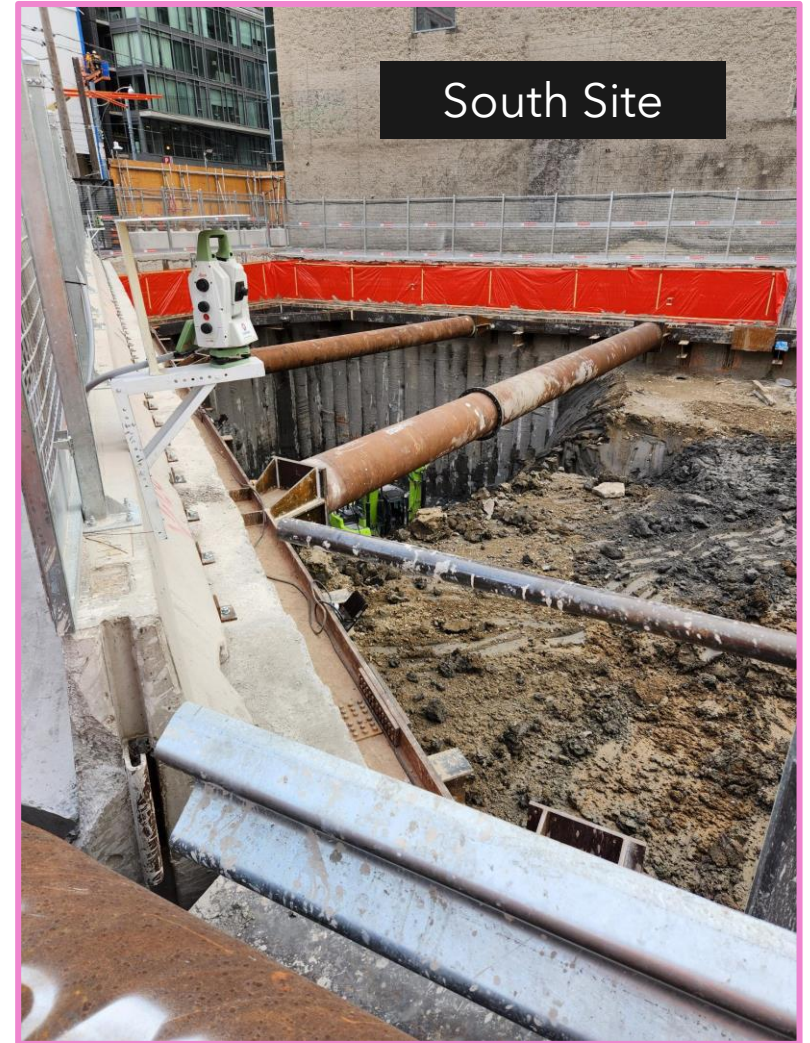
- **North site shaft excavation is roughly 50% complete.**
- Now that the shelter is complete, an additional excavation shift has been added and proceeds in a 24-hour sequences including excavation, stockpiling and hauling spoil, and shaft reinforcement with concrete (shotcrete prep and execution).
- As excavation has progressed, it now has proceeded through soft soil to deeper levels where various rock types are encountered.
- This phase of work at the north site will last through December 2024 to reach the cavern level (as shown in slide 6).





## ONGOING WORKS: SOUTH SITE EXCAVATION LEADING TO CAVERN (FUTURE PLATFORM WORKS)

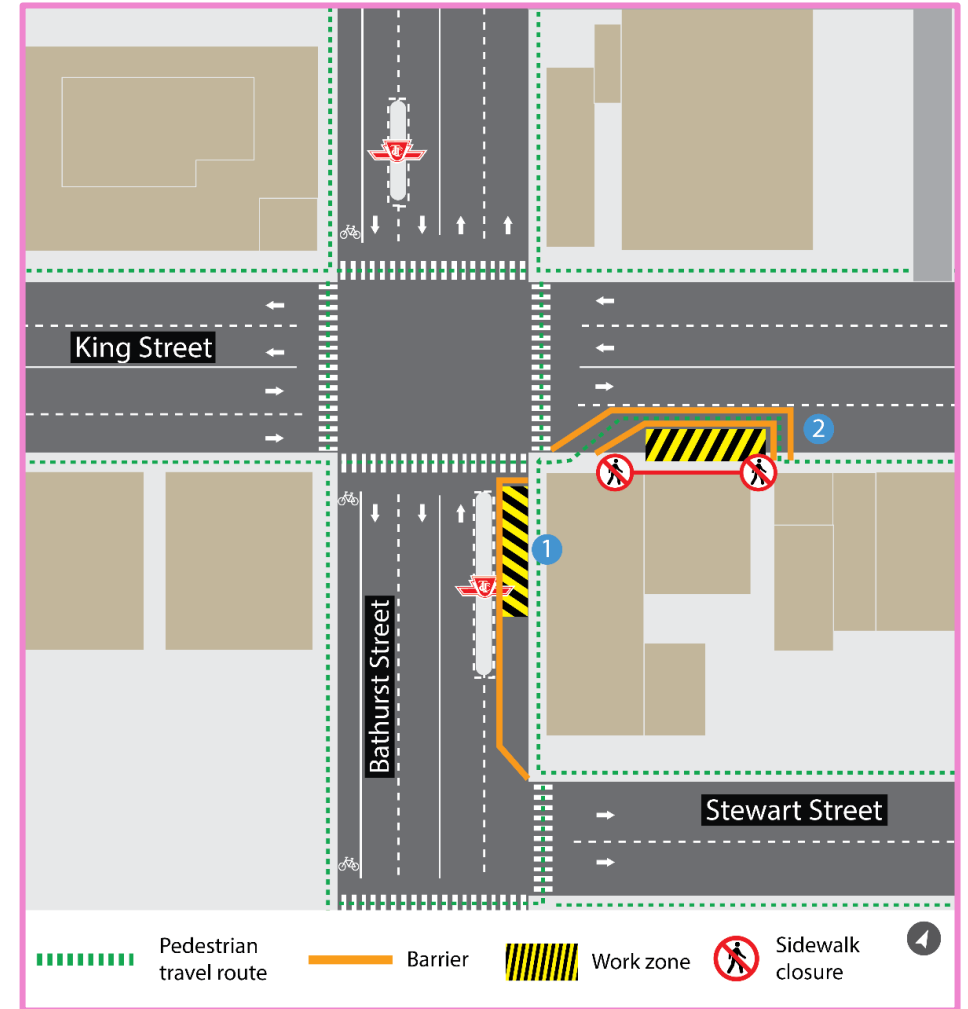
- **South site excavation is roughly 38% complete.**
- Crews on south site excavation are working from 7:00 a.m. to 7:00 p.m.
- Struts and walers are being installed across the future excavation shaft perimeter to add additional structural support.
- The newly-commissioned tower crane will assist in moving materials as the shaft created to reach the future subway platform level.
- This excavation work will run through late spring, 2025.





## ONGOING WORKS: UTILITY MONITORING

- This week, crews are installing monitors and conducting investigative utility works on King Street West and Bathurst Street, as indicated in the areas shown in yellow on the map at right.
- Monitoring device installations will move around the intersection, in the identified yellow work zones, one at a time, with intermittent lane closures on Bathurst Street northbound, as well as King Street West eastbound.
- Installations and lane occupancies will not occur simultaneously.
- Multiple lanes or sidewalks will not be blocked, as crews work on individual locations before re-opening and moving to the next location.
- Work will take place for up to one week, from 5:30pm to 11:00pm



## UPCOMING WORKS: NORTH SITE OVERHEAD CRANE INSTALLATION

- Within the acoustic shelter, an overhead crane will be installed.
- This type of crane can move back and forth across the construction site, connected to rails above the excavation shaft.
- This work will be completed in mid fall, allowing excavation to be completed. To deliver the components, minor and temporary lane closures will be required, supported by traffic control persons and paid duty officers.

### Why is this crane needed?

- The overhead crane will help support excavation, as it lifts and lowers equipment and materials in the excavated shaft, and on site.



*Example of an overhead crane to help hoisting operations within the long-term acoustic shelter.*

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# Reducing Impacts to the Community



## MITIGATIONS TO REDUCE COMMUNITY IMPACT

- Noise and vibration monitoring devices are placed on site for active tracking of impact to ambient noise levels.
- Site hoarding to help reduce noise, including sound dampening blankets and dust barriers, to reduce noise and debris in the neighbourhood.
- Continuous loop truck routes, reducing need for trucks to reverse using backup alarms.
- Site paving & hard surfaces are in place to reduce sediment and debris on city streets.
- Street sweepers and wheel cleaning are used as needed.



*Street sweeper cleaning debris and dirt from*



*Branded hoarding to improve neighbour aesthetics and conceal the sites during construction.*



*Paved worksite & acoustic shelter to reduce dust.& noise*

## REMINDER - TRUCKING AND TRAFFIC ROUTES DURING EXCAVATION (SUBJECT TO CHANGE)

During excavation work, community members can expect:

- **Trucks entering and leaving worksites daily**, following a specified route. Traffic safety support will be provided by designated flag persons as needed.
- Trucks will use fixed routes to access both sites, moving north on Bathurst Street to enter the area, and exiting via Adelaide Street or Stewart Street toward Spadina Avenue, and the Gardiner Expressway.



## CLC TERMS OF REFERENCE (TOR) EXCERPTS

### **Purpose**

- The CLC is a forum for all participants to engage, listen and participate in open, transparent, collaborative, and respectful conversations regarding the construction of the Ontario Line.
- The CLC is an advisory body, not a decision-making body.

### **CLC Membership**

- CLC community members include residents, business improvement area (BIA) representatives, resident associations, business owners or community groups who reside or work in the neighbourhood and who have a direct interest in the project or are most impacted by the project.
- Metrolinx selects CLC members at its discretion to ensure appropriate representation from the community. CLC meetings are not open to individuals, groups or associations that are not confirmed members. Meeting invitations are not to be shared beyond confirmed CLC members.

### **CLC Scope**

- Metrolinx makes decisions about the project, such as its design, route, construction method, construction sequencing, and the location of station(s) and essential transit infrastructure, which are outside the scope of the CLC.
- Discussions at CLCs, however, may touch upon these and other topics related to the Ontario Line to facilitate inclusive and meaningful two-way communication and information sharing and allow impacted communities to provide feedback to Metrolinx on community concerns and proposals.



## CLC TERMS OF REFERENCE (TOR) EXCERPTS CONTINUED

### **Membership Roles and Responsibilities**

- The CLC is a collaborative forum between the various stakeholders involved in the construction of the Ontario Line, including Metrolinx, the contractor, the local community, and the City of Toronto.
- The CLC provides a platform for these groups to work together to discuss project details, issues/concerns for resolution and to facilitate communication, collaboration and engagement among these stakeholders throughout the construction period.
- The committee will be chaired by a Metrolinx representative, who is responsible for ensuring meetings start and end on time, are conducted in an orderly manner, follow the agenda, and facilitate discussions that encourage diverse opinions and collaborative problem-solving.

### **Meeting Format**

- The CLC will meet monthly or bi-monthly where established. CLC dates will be set at least six months in advance. CLCs can be virtual, in-person, or hybrid in format.
- Meetings will run for approximately 60 minutes, depending on the agenda items.
- CLC meeting agendas will be established with input from CLC members.

## KEEPING YOU INFORMED

**Metrolinx will keep the community, residents and businesses informed by providing project updates, seeking input and feedback, while addressing questions and concerns effectively and quickly.**

**Next CLC meeting:** December 5, 2024

**Connect with us:**

- Bradley Naismith, Community Engagement Advisor
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Départs in 14 minutes

- Osgoode
- Queen
- Moss Park
- Cork Town
- Paulina
- East Harbour
- Lealieville
- Gerrard
- Pape
- Cosburn

Departs  
Départ  
4 min

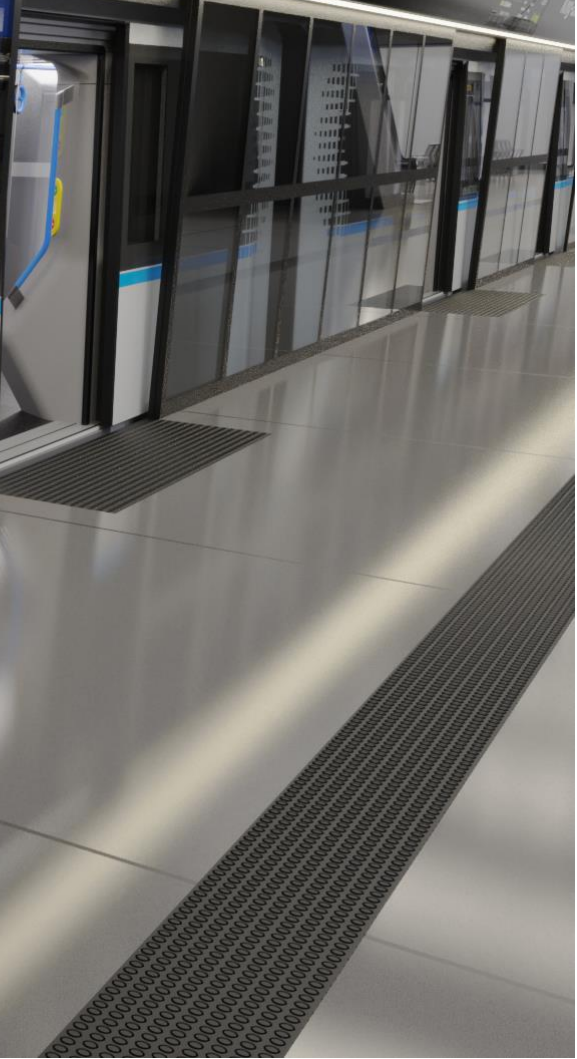
King-Bathurst

Direction	16:28	16:30
160 Danforth	16:28	16:30
160 Bathurst	16:28	16:30

King-Bathurst

King-Bathurst

16:30 Science Center  
16:32 Science Center  
16:34 Science Center  
16:36 Science Center  
16:38 Science Center  
16:40 Science Center







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