

# Canora – Mont-Royal neighbourhood committee meeting

## Minutes – Meeting

**Date:** August 11, 2020 from 6:30 p.m. to 8:30 p.m.

**Location:** Digital meeting on Microsoft Teams

Committee members	
M. Trudeau	Resident
C. Lambert	Resident
C. Lacasse	Resident, owner of l'Ombrière
L. Debout	Resident
I. Tardif	Town of Mount Royal, Technical Services
J. Leduc	Côte-des-Neiges–Notre-Dame-de-Grâce Borough, Division of Public Works
S. Thompson	City of Montréal, REM Project Manager
M. Vlad-Sabie	Mount Royal high school, Assistant Principal
JP. Pelletier	REM, Assistant Director, Delivery
M.-A. Taschereau	REM, Environmental Manager
M. Vallière	REM, Advisor, Community Relations
D. Barrett	NouvLR, Manager, Community and Stakeholder Engagement
G. Cipolla	NouvLR, Segment Director
T. Fortin	NouvLR, Manager, Reconstruction of the CP bridge
P. Cusinato	NouvLR, Advisor, Community Relations



P. Guillot-Hurtubise

Facilitator

## Agenda

- Welcome
- Report on the situation since the last meeting
- Update on the work
- Question & answer period

## 1- Welcome

Pierre Guillot-Hurtubise, Committee Facilitator

As facilitator of the meeting, Mr. Guillot-Hurtubise opened the meeting by welcoming those present.

The purpose of this committee meeting is to discuss the work taking place, its impacts and mitigation measures, as well as to follow-up on primary complaints. It also aims to understand and respond to residents' concerns, with a view to good neighbourliness. Presentations will be given by REM and NouvLR representatives at these committee meetings.

Due to the COVID-19 situation, the meeting was held remotely and was only open to committee members.

M. Hurtubise presented the agenda.

## 2- Report on the situation since the last committee meeting (see slides 4 to 13 of the presentation)

Myriam Vallière, REM

Due to COVID-19, all REM construction sites were shut down from March 15 to May 11, 2020. Work resumed on May 11 in the Mont-Royal Tunnel, which required its closure that very day. Ms. Vallière specified that construction workers are required to follow various hygiene measures. The work sequence was also adjusted to account for these exceptional circumstances.

Ms. Vallière then reviewed the community relations activities that have taken place since work resumed on May 11:

- 7 communications disseminated by means of Works Info, newsletters and SMS alerts.
- 47 complaints were processed, the majority of which related to the work schedule, pedestrian safety, noise, dust and maintenance around the perimeter of the construction site.
- REM undertook various actions as a result of the complaints received, in an effort to minimize impacts on noise, road traffic, dust and maintenance.

Lastly, Ms. Vallière reviewed the follow-ups from the last committee meeting:

- Banners to beautify the neighbourhood: a project was launched for a mural on the palisade in front of Première Moisson and discussions are in progress to beautify the noise barrier wall near the Cornwall Bridge.
- Signage at the corner of Jean-Talon and Wilderton: roadway marking added to improve pedestrian safety.
- Possibility of protecting pedestrians from being splashed with water on the Jean-Talon pedestrian detour: since the concrete barriers in place already provide protection, no further measures are planned.

- Site plans for the Canora and Ville-de-Mont-Royal stations will be released to the public by the end of summer 2020, and will include the station footprints, cyclist and pedestrian accesses, as well as a cross-sectional view of the stations.

### 3- Work update (see slides 14 to 43 of the presentation)

Giovanni Cipolla, NouvLR; Jean-Philippe Pelletier, REM; Thomas Fortin, NouvLR

Mr. Cipolla reviewed the work completed from May to July 2020, and then presented upcoming work through December 2020. Here is a summary:

At the Ville-de-Mont-Royal station:

- Railway:
  - May to July: Dismantling of the existing exo railway network
  - August to September: Foundations of the bases for the future catenaries and other civil engineering work (drainage lines, relocation of public utilities, etc.)
  - October to December: Installation of the railway tracks and new rails.
- Ville-de-Mont-Royal Station:
  - May to July: Concreting of foundations
  - August to September: Formwork and reinforcing steel, erection of the steel structure
  - October to December: Enclosing the building
- Cornwall bridge:
  - May to July: Demolition of the bridge and construction of foundations for the new bridge
  - August to September: Construction of pier caps
  - October to December: Installation of the beams and construction of the deck
- Dalle park:
  - August to September: Drilling for foundations
  - October to December: Construction of pier caps

Station Canora:

- Station Canora:
  - May to July: Concreting of foundations and walls
  - August to September: Erection of the steel structure and enclosing the building
  - October to December: Start of interior work
- Jean-Talon bridge:
  - May to July: Construction of foundations for the new bridge
  - August to September: Construction of pier caps
  - October to December: Installation of the beams and construction of the deck
- CP bridge:
  - August to December: Preparatory work
- Portal Heights logistics zone:

- May to July: Preparation of the zone to receive materials and equipment entering and exiting the tunnel
- August to December: Material and equipment entering and exiting as a result of work in the tunnel

The primary anticipated impacts associated with this work are: noise and truck traffic when materials/equipment are delivered, as well as some traffic disruptions:

- Week of October 5: Connection of the water main, resulting in a traffic pattern disruption on Kirkfield Avenue and De Chambois Street
- September to December: Work on the steel structure at the Ville-de-Mont-Royal Station, resulting in a traffic pattern disruption on Dunkirk Road and an area restricted to local traffic only in front of La Pizzaiolle.
- Mid-October through early November: Connection of water main resulting in temporary closure of the La Pizzaiolle parking lot

Mr. Pelletier then presented the work relating to installation of the security fencing. He explained that in several locations, the existing fencing is inadequate due to its current condition (broken, open, twisted, rusted), and it must be replaced to ensure the safety of the REM right-of-way. He showed a simulation of the model that was selected.

Work will be carried out in a manner that will prevent impact on nearby private fences and minimize the number of trees that have to be cut. As a result, trees located more than 30 cm from the existing fence will be spared. However, 46 trees that, over time, have intertwined with the existing fence will need to be cut. Mr. Pelletier specified that one third of the trees that need to be cut are already dead or in very poor condition.

Furthermore, hedges as well as wild and landscaped vegetation will also need to be cut, which will result in open spaces, most particularly in front of the arena and fire station. A computer simulation is currently being prepared to illustrate the views before and after cutting.

Clearing work will begin after August 15. A Works Info about this was already distributed (click [this link](#) to access it).

**Follow-up: Share the computer simulation, illustrating the views of the arena and fire station before and after cutting, as soon as it is available.**

Mr. Cipolla continued with the sound level and air quality monitoring results. All data are available online at [www.suivienvironnemental.info/#/](http://www.suivienvironnemental.info/#/). Each fixed site is monitored separately, i.e. station construction, line work (railway modernization work), demolition and reconstruction of the Cornwall and Jean-Talon bridges, as well as construction at the Dalle park. Here is a summary of the results since work was resumed on May 11:

Air quality:

- Target values were not exceeded at all

Sound level monitoring:

- Canora Station: Values were exceeded once on August 7, due to sandblasting the concrete.

- Mr. Cipolla specified that very few measures can be used to mitigate the noise from this type of work, since the nozzle used for sandblasting is noisy. This work only lasted a few hours.
- Mont-Royal Station: Target values were not exceeded at all.

Mr. Fortin and Mr. Cipolla then shared a more detailed presentation on the rehabilitation of the three rail bridges (Canadian Pacific (CP), Jean-Talon and Cornwall), with photos and work plans.

For the CP bridge, Mr. Fortin explained that CP rail traffic must be maintained during REM's work. The solution selected was to build a temporary steel bridge. Work will consist in preparing the foundations for this temporary bridge and installing a detour track for CP trains. This will require work to be carried out on weekends, day and night, beginning in September and lasting approximately four months. In Spring of 2021, once the foundations are in place, the temporary bridge will be assembled and erected.

Lastly, Mr. Pelletier reviewed the temporary Morrison-Melbourne footbridge, to compensate for the loss of the connection between Lazard and Jasper during the work. There has been an issue with the suppliers, which is why the footbridge has not yet been built, despite the fact that the Cornwall Bridge has already been demolished. The suppliers have been contacted, and preparatory work will begin in the coming days.

Following discussions with NouvLR, the location of the footbridge was revised to prevent conflict with drainage infrastructures. The new location is at the intersection of Morrison and Melbourne avenues, approximately 150 metres from the original location. There will be roadway marking and signs to ensure the footbridge users' safety. The footbridge will be installed and ready for use before school starts.

#### 4- Question & answer period

Pierre Guillot-Hurtubise, Committee Facilitator

Mr. Hurtubise took questions from the committee.

Question(s) from citizens	Answers
Materials were not supposed to be trucked through Portal Heights. Why the change?	NouvLR – It had to do with the adjustments made to the work sequence in the tunnel. The material will need to be trucked through Portal Heights until the railway is set up between Canora and the future Côte-de-Liesse Station. This segment is planned to be completed by December. Once that is completed, the material will be able to be moved via rail. Certain materials will still need to be trucked through Portal Heights after that, but at a much lower rate.

	REM – This adjustment was announced at the last neighbourhood committee meeting.
When you connect the water main to the Canora Station (Kirkfield Avenue / De Chambois Street), will you have to cut down or damage any trees?	NouvLR – After double-checking, no, we don't anticipate having to cut down any trees to connect the water main, since it will run down the middle of the street.
When work resumed, you used a jackhammer near my house for two weeks to remove insulation. Were sound levels monitored during those two weeks?	<p>NouvLR – For work at fixed sites (the stations), the measuring instruments were reinstalled on May 21. Sound levels were monitored from that point on, and no overruns were recorded.</p> <p>REM – All sound level data are available online at <a href="http://www.suivienvironnemental.info/#/">www.suivienvironnemental.info/#/</a>.</p>
Where are the noise measuring stations located?	<p>NouvLR– We will check the locations and get back to you with that information.</p> <p><b>Follow-up: Check the locations of the sound level measuring stations at fixed sites.</b></p>
I cross the railway from east to west regularly. Currently, pedestrians use the crossing at the Graham bridge. That corner is dangerous. At one point, pedestrians don't have a choice but to be in the street with vehicle traffic. I would ask you to think about what can be done to prevent an accident.	<p>NouvLR – There have been several changes to the configuration in that area to improve safety. The pedestrian crossing east of the Graham bridge was moved to the Vivian Avenue intersection, and concrete barriers and safety fences were added.</p> <p>We will check with our signage team to see if other measures can be put in place to ensure pedestrian safety.</p> <p><b>Follow-up: Check whether additional measures can be implemented to improve the safety of pedestrians crossing the Graham bridge.</b></p>
I would like you to ask your truck drivers to follow the planned routes. On the Canora side, trucks use whatever streets they feel like, including small streets – perhaps to avoid traffic on the usual planned routes. It's annoying.	<p>NouvLR – We will check what routes truck drivers should normally use and send you that information.</p> <p><b>Follow-up: Send the Canora truck routes to the committee.</b></p>
You say that 46 trees will need to be cut for the work on the new security fencing. At the previous	REM – We have a program in place that ensures all trees that are cut will be replaced.



meeting, you said that every tree cut would be replaced. Is that still the case?

What species of trees will you replant? I would ask you to follow the recommendations from Ville de Mont-Royal. We care a lot about our trees here.

As for what species of trees, we will find out and get back to you at the next meeting.

**Follow-up: Confirm what species of trees REM intends to replant and verify recommendations from Ville de Mont-Royal on which species to favour.**

Has the REM's commissioning been postponed due to the COVID-19 situation?

REM – It's too soon to determine that. A lot of work was done with NouvLR to ensure worker safety on construction sites, to develop the plans for resuming work, etc. Now, we will analyze the impact the pandemic will have on the schedule. If there are any changes, they will be communicated at the appropriate time.

REM gives us less than 24 hours' notice before noisy work begins, even though noisy work like demolishing the bridge is planned far more than 24 hours in advance.

So why don't you inform the surrounding residents sooner – a few days ahead of time – to allow us to adjust our plans accordingly?

NouvLR – We give our schedule to the REM team in charge of communications three weeks ahead of time. From that schedule, the teams determine what work could have a negative impact on the communities, so they can prepare their Works Info communications accordingly.

REM – Exactly: we receive a three-week work schedule from NouvLR. However, the dates on which work will start are often only confirmed much later, sometimes the day before work begins.

That's why we prepare Works Info communications providing an overview of upcoming work, even if the exact dates of when that work will start aren't specified.

Since dates often change on the fly, we wait until they are confirmed before communicating them, to prevent confusion. In reality, dates often change.

Would there still be a way to share the dates for noisy work a little more ahead of time?

NouvLR – Even with the three-week schedule, exact dates are difficult to predict since they can often change, depending on whether work is ahead of or behind schedule. Dates often only solidify as we get closer to the start of the specific activity.

I am concerned about student safety. Beginning in September, shuttles will arrive from Bois-Franc. We have asked the buses to bring these students directly to the school, but have not yet received confirmation that this will be the case. The other option is for the buses to stop next to Académie

REM – The STM and ARTM manage school transportation. We can support you by relaying your requests to them, as they are also our partners. But, ultimately, STM and ARTM will be the ones to respond to your requests.

Saint-Clément, and for students to cross the Montgomery bridge. Would it be possible to ensure that the buses can go all the way to the school?

Furthermore, according to the proposed action plans, students will be permitted to leave the school at 12:30 p.m. and have their last class at home. Would it be possible to provide a shuttle to take those students to the nearest metro station?

Will there be a hole between the station entrance and tunnel entrance where the segment will be covered? And will the space along Dunkirk Road be covered?

NouvLR – In fact, users will be able to access the station entrance from footbridges, equipped with safety fencing, located to the east and west of the railway, in the railway right-of-way. Between the station entrance, access footbridges and tunnel entrance, there will indeed be a hole.

## 5- Conclusion

Before concluding the meeting, Mr. Hurtubise surveyed the members about the meeting format.

- The members shared their appreciation for the meeting's digital format.
- Two members indicated that the online meetings should remain open to the public, allowing residents to attend and ask questions at the end. It would be necessary, however, to ensure the meetings don't last too long.
- One member asked the meeting host if it would be possible to manage people demonstrating disruptive behaviour at an online meeting. Mr. Hurtubise confirmed that type of situation can indeed be managed.
- One member suggested more frequent meetings – once a month or once every two months.
- For security purposes, one member suggested that people who wish to participate in an online meeting be required to register in advance, with appropriate proof of identity.

The next meeting of the neighbourhood committee is scheduled for November 2020, when the relevance and feasibility of increasing frequency of the meetings will be assessed.

**Follow-up: Take the comments and suggestions shared by the members into account for the next committee meeting.**

## 6- Appendices

### List of follow-ups

- Share the computer simulation, illustrating the views of the arena and fire station before and after cutting, as soon as it is available.
- Check the locations of the sound level measuring stations at fixed sites.
- Check whether additional measures can be implemented to improve the safety of pedestrians crossing the Graham bridge.
- Send the Canora truck routes to the committee.
- Confirm what species of trees REM intends to replant and verify recommendations from Ville de Mont-Royal on which species to favour.
- Take the comments and suggestions shared by the members into account for the next committee meeting.

## Digital meeting on Microsoft Teams



This meeting will be recorded for meeting minutes purposes only



Mute your microphone when you're not speaking



Turn on your camera



Raise your hand to speak



Activate the chat feature to share comments or ask questions without interrupting the presenter



Leave the meeting



Unmute your mic to ask a question or make a comment

1



## Neighbourhood committee Canora and Mont-Royal

August 11, 2020



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## Agenda

3

- Welcome
- Status of the situation since the last committee meeting
  - Reopening of construction sites
  - Community relations
- Update on the work
- **Question & answer period**



3



## Status of the situation since the last committee meeting



4

## Reopening of construction sites

### Update on the COVID-19 situation and construction site shutdown from March 15 to May 11, 2020

- Work in the Mont-Royal Tunnel resumed and exo train service was suspended on the Deux-Montagnes and Mascouche lines – May 11, 2020
- Work sequence was adjusted and hygiene measures were added on construction sites



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## Community relations

6

### Proposal: digital format to continue Neighbourhood Committee meetings

- Open to members only for the time being
- Desire to continue discussions on a quarterly basis
- Collection of the public's questions before the meeting and distribution of the detailed meeting minutes at <https://rem.info/en/events>
- Confirm your interest in continuing to be involved with the Neighbourhood Committee
- Next meeting date to be confirmed – November 2020



6

## Community relations

7

### Communication on the project and the work

- Regular and local information for NC members to facilitate communication of information between meetings through Works Info, newsletters, SMS alerts and distribution amongst the community
- **May 2020:**
  - Modernization of the Mont-Royal Tunnel
  - Repair of the railway between Canora and Du Ruisseau
  - Work on the Jean-Talon Bridge continues
- **June 2020:**
  - Complete closure and demolition of the Cornwall Bridge
- **July 2020:**
  - Work on the Jean-Talon Bridge continues
  - Construction of the stations' steel structure
  - Clearing of vegetation in preparation for installing the new security fencing



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## Work group – REM in Operation

8

### Next REM in Operation meeting: the soundscape (noise)

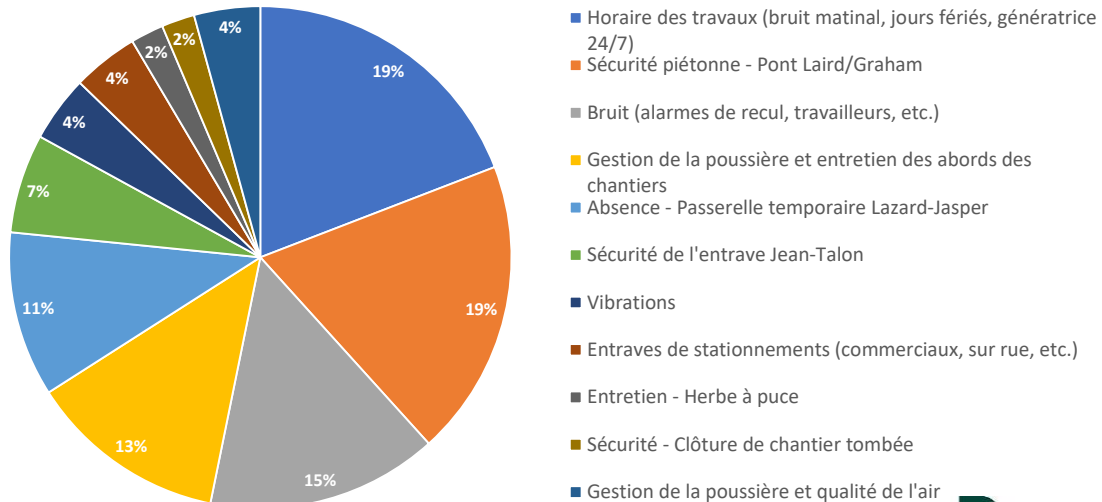
- The analyses that need to be conducted prior to this meeting are still in progress.
- Date to be determined



8

## 47 complaints since work resumed (on May 11, 2020) (approximately 100 working days)

9



9

## Actions taken in response to complaints

10

### Reminders to crews and corrective action where possible

- **Noise**: Added mitigation measures to dampen noise from certain tasks (acoustic enclosures and additional insulation on the generator at VMR, acoustic membrane over the jackhammer used to excavate tracks)
- **Traffic**: Many adjustments made to facilitate automobile traffic management and increase safety for pedestrian traffic on the Laird/Graham Bridge
- **Dust**: More frequent watering for dust control during heat waves and street sweepers run continuously in the area
- **Temporary footbridge**: Installation of the temporary Lazard/Jasper footbridge was postponed – will be before school starts
- **Maintenance**: Clean up of poison ivy in the railway right-of-way



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## Follow-up of the latest committee meetings

11

**Confirm whether banners will be installed to beautify the neighbourhood, and if so, the location chosen**

- A mural project for downtown is in the beginning stages, in collaboration with VMR and MU (palisade in front of Première Moisson).
- Discussions to make the noise barrier wall near the Cornwall Bridge more attractive.

**Check the possibility of adding a sign at the corner of Jean-Talon and Wilderton to prevent cars from turning right.**

- Signage is consistent with the traffic pattern disruption in place, and roadway marking was added to improve pedestrian safety, at the City's and borough's requests.

**Check if it is possible to protect pedestrians from being splashed by water on the Jean-Talon pedestrian detour**

- Concrete barriers are already in place to protect pedestrians from being splashed by water. NouvLR does not plan to add anything else.



11

**CANORA STATION**  
IMPLEMENTATION PLAN (FOR INFORMATIONAL PURPOSES ONLY)



## Site plans

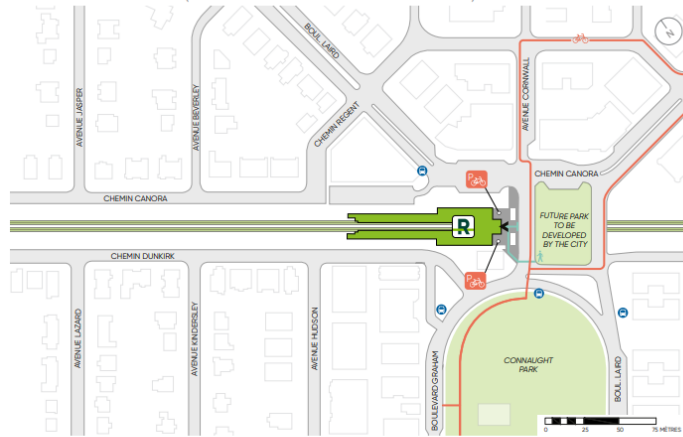
**CROSS-SECTION**



\* TRANSIT ORGANIZATIONS ARE CURRENTLY REVAMPING THEIR NETWORKS TO ACCOMMODATE THE NEW REM SERVICE AREA.

12

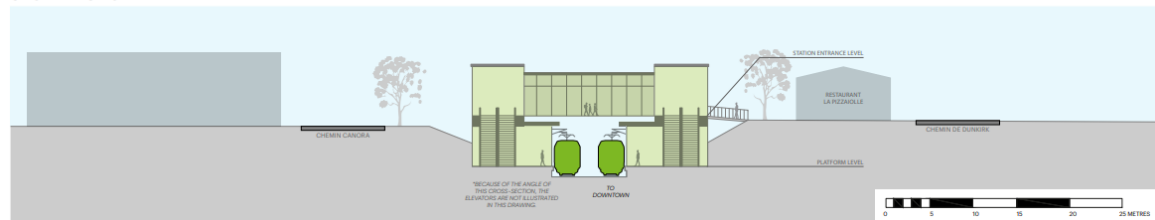
# VILLE-DE-MONT-ROYAL STATION IMPLEMENTATION PLAN (FOR INFORMATIONAL PURPOSES ONLY)



- LEGEND
- VILLE-DE-MONT-ROYAL STATION
  - REM TRACKS
  - STRUCTURAL SLAB FOR PEDESTRIAN ACCESS
  - SURFACE PEDESTRIAN TRAFFIC
  - UNIVERSAL PEDESTRIAN ACCESS TO THE STATION
  - BICYCLE PATH
  - BICYCLE PARKING
  - BUS STOP\*
  - ADAPTED TRANSIT (LOCATION UNDER STUDY)

## Site plans

### CROSS SECTION



\* TRANSIT ORGANIZATIONS ARE CURRENTLY REVAMPING THEIR NETWORKS TO ACCOMMODATE THE NEW REM SERVICE AREA.

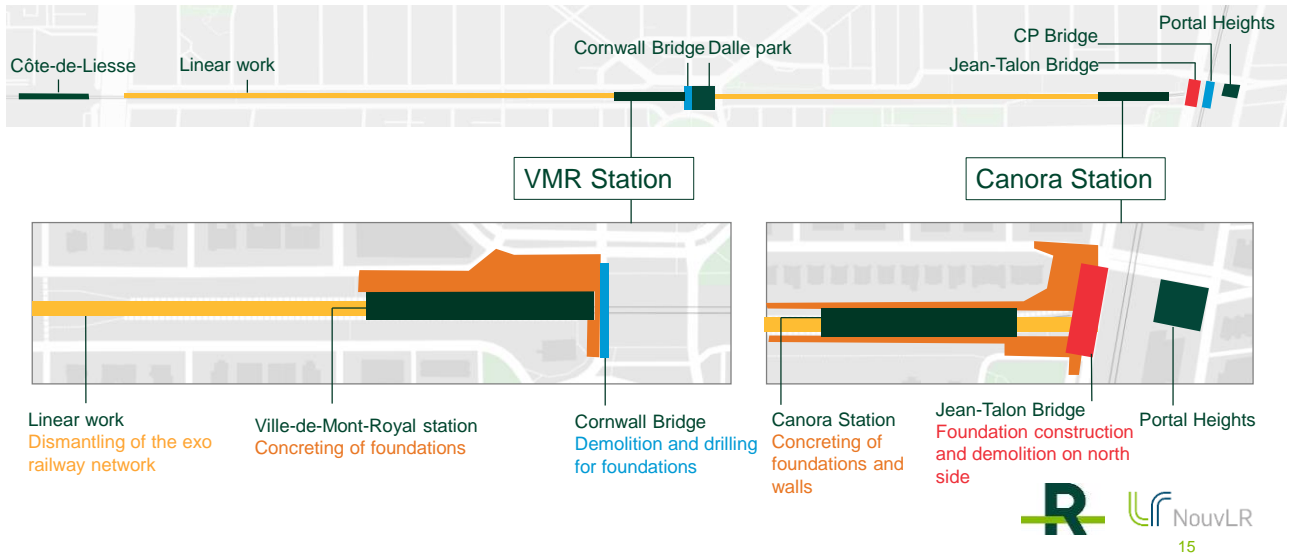
13

## Work progress



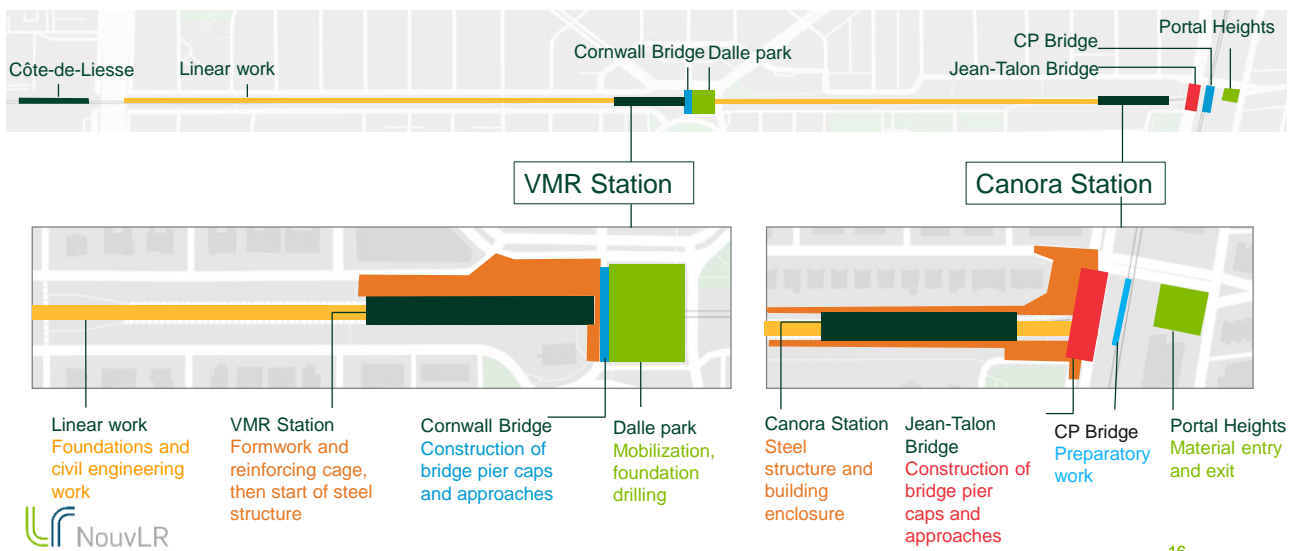
14

## May to July 2020 (completed)



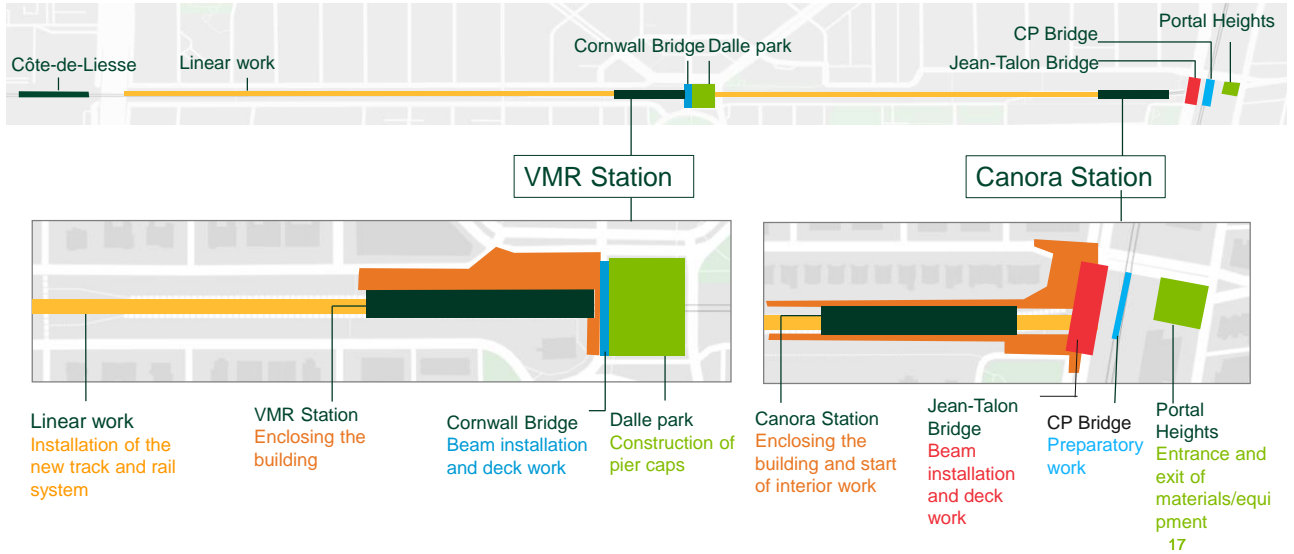
15

## August to September 2020 (upcoming)



16

## October to December 2020 (upcoming)



17



## Station construction

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## Canora Station

19



Steel structure under construction (Bois-Franc Station)

### Work relating to:

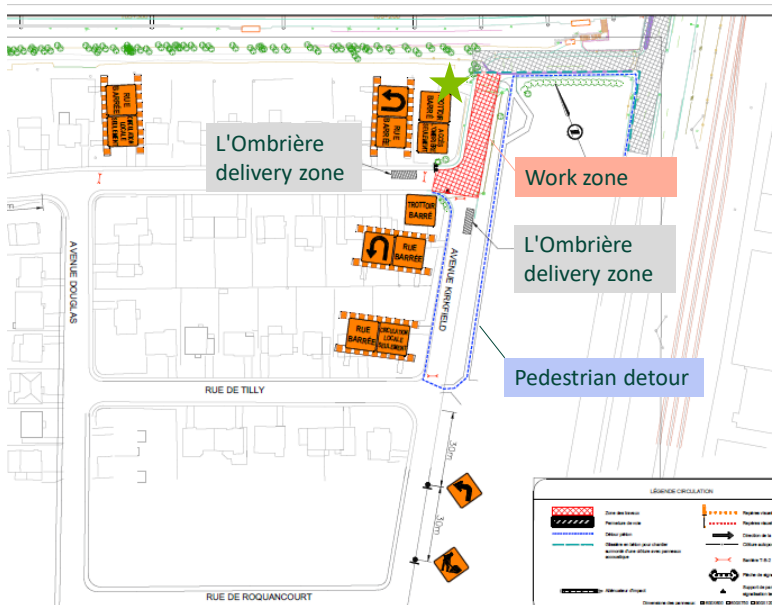
- Steel structure: **Week beginning August 10**
- Enclosing the building: **Beginning in September**
- **Impacts:** Noise and trucking for delivery of materials and equipment



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## Canora Station – Connection of water main

20



### Work:

- Traffic pattern disruption on Kirkfield and De Chambois Streets planned for the week of **October 5**



- Facilitate maintenance of activities on De L'Ombrière

**Impacts:** Noise, traffic pattern disruptions



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## Ville-de-Mont-Royal station

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### Work:

- Formwork and reinforcing cage: **August**
- Steel structure: **Mid-September**
- Enclosing the building: **October**

### Impacts:

Noise and trucking when steel is delivered



21

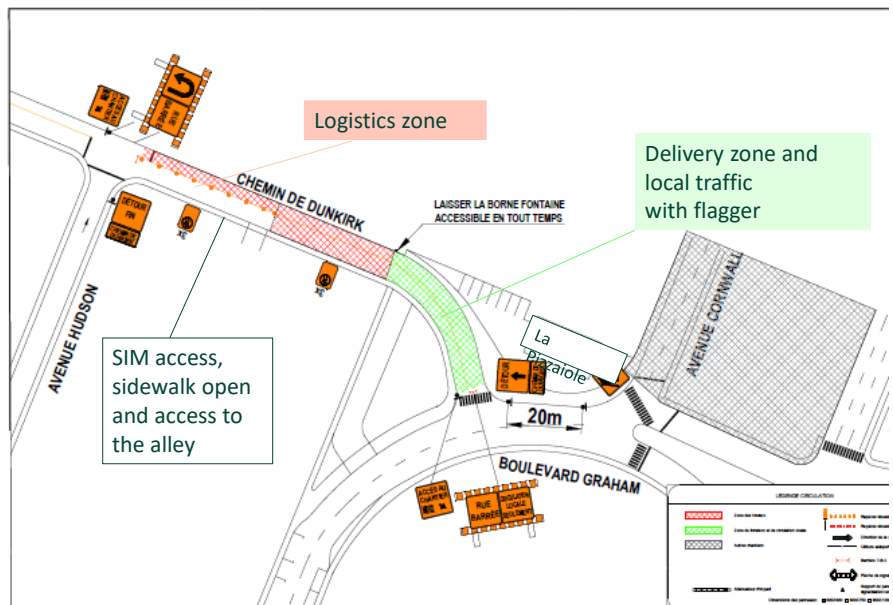
## Ville-de-Mont-Royal station

22

### Work:

- Construction of the steel structure from **September to December**
- Mobilization of a crane and setup of a NouvLR delivery zone on Dunkirk Road, as well as local traffic in front of La Pizzaiolle.
- Connection of water main in mid-October / early November (closure of the La Pizzaiolle parking lot)

**Impacts:** Noise, trucking and traffic pattern disruptions



22

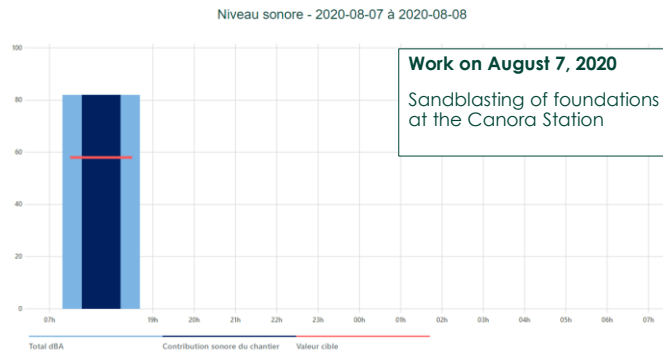
## Sound level monitoring – Canora and VMR stations Fixed site work

23

Target values since work resumed on May 11: **Exceeded only once**

\* Target values established by the Ministère de l'Environnement et de la lutte contre les changements climatiques (MELCC)

Accueil Qualité de l'air Suivi sonore



Data available: <https://www.suivienvironnemental.info/#/noise>



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## Railway repair



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## Railway repair – Line work

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Work primarily performed from 7 a.m. to 7 p.m.

### Equipment used:

- Trucks
- Roller/compactor
- Drills
- Excavators
- Concrete trucks
- Cranes
- Etc.



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## Line work from Canora to Du Ruisseau

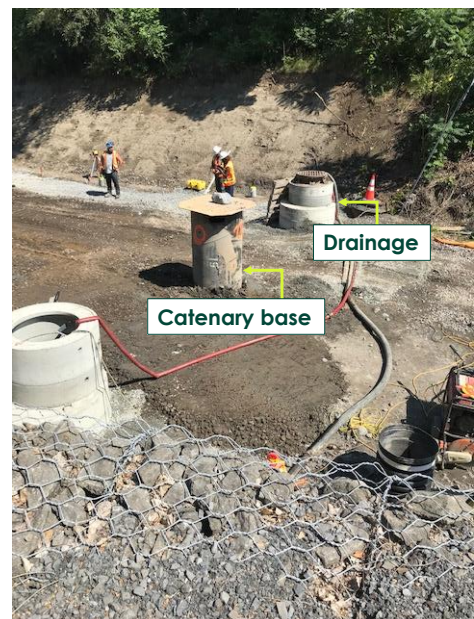
### Work in progress:

- Installation of the drainage line, catenary bases, electrical duct banks, sub-ballasts, laying and levelling of ballasts, etc.

### Upcoming work:

- Earthwork, relocation of public utilities, installation of track systems, grading of slopes (ditches) and landscaping, installation of new rails, fencing and electrical power supply system (catenary)

**Impacts:** Noise, vibration, dust, trucking in lanes



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## Installation of security fencing

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- As part of the railway line repair work, new security fences will be installed to ensure the security system installed for the REM railway right-of-way is safe and efficient, prior to commissioning.

### August 16 to October

- Clearing of vegetation (municipal landscaping and hedges, shrubs and trees) to remove the existing municipal fencing
- Installation of the new fence:
  - Features: Black, 2.4 metres high
  - Work from outside the right-of-way to save trees located more than 30 cm from the existing fence
  - Drilling and concreting of bases for fence posts, followed by manual installation of fence panels on the new foundation units.

**Impacts:** Traffic pattern disruptions during these activities performed from outside the railway right-of-way.



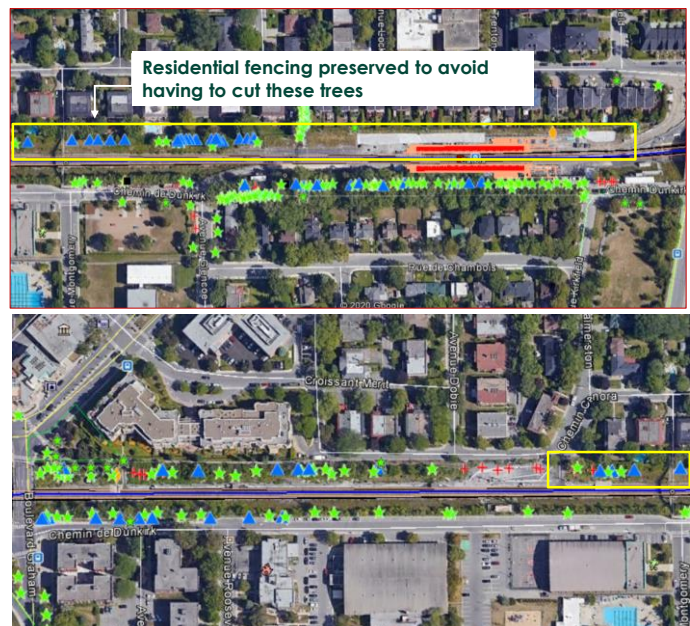
Model: Nylofor 3D super – picture for informational purposes only

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## Site plan

### – Legend

- ★ – Trees that will not be affected
- ▲ – Trees (10 cm +) most likely to be cut
- – Trees (10 cm +) most likely to be pruned
- ✚ – Trees already cut
- ◆ – Trees already pruned
- 46 Trees (10 cm +) to cut, of which:
  - 1/3 are dead, dying or severely deteriorating
  - 1/2 are invasive species, including Norway maple, hard maple and Siberian elms
  - About 1/3 are American elm trees, and nearly 1/2 of those are affected by Dutch elm disease
  - Other trees to cut: a few common species (cottonwood, silver maple, etc.), including one ash tree infected by the emerald ash borer.
  - No rare or at-risk species
- Small trees (< 10 cm), wild land, hedges and other landscaping to cut (not illustrated)



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## Mitigation measures for clearing vegetation

### Limit cutting to what is absolutely necessary:

- The meticulous job of identifying vegetation to be cut was assessed and optimized by a forestry engineer.

### Restoration of plant cover:

- A mitigation plan will be developed to compensate for the clearing and impact on municipal landscaping.
- Cutting will begin after the nesting season ends, on August 15
- Trees will be pruned, rather than cut, whenever possible
- Cutting will also take into account controlling invasive alien species, the emerald ash borer population and Dutch elm disease using approved treatment and removal techniques to prevent spreading.



## Sound level monitoring – Line work

30

### What line work will take place in the Canora-VMR sector?

- Modernization of the **railway**
- Demolition and reconstruction of the Cornwall and Jean-Talon **bridges**
- Construction of the **Dalle park**

### How will line work noise be measured?

- **Ad hoc measurements at the start of each work phase** followed by environmental monitoring
- Adjustments as needed to ensure work complies with targeted noise levels established by the Ministère des transports Québec (MTQ)

## Air quality – Line work

31

### Since work resumed on May 11:

- Daily air quality indexes have been **good and acceptable**: **Never exceeded**

\* Standards stipulated in the Québec Clean Air Regulation (CAR)

### Mitigation measures

- Use of dust control agents: work zones sprayed using tank trucks
  1. During major construction activities  
Examples: Demolition of the Cornwall and Jean-Talon bridges, excavation of the ballast on the tracks, access ramps, etc.
  2. During the June-July heat wave that dried out the ground
- Street sweepers ran full-time on streets surrounding the construction sites

Data available: <https://www.suivienvironnemental.info/#/air>



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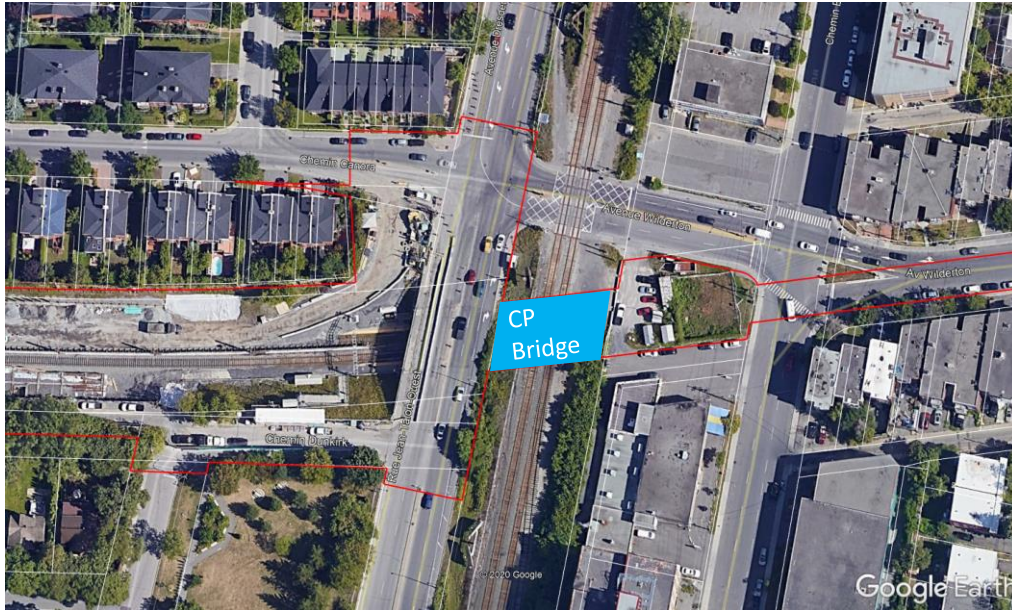
## Rehabilitation of railway bridges

- Canadian Pacific (CP)
- Jean-Talon
- Cornwall and Dalle park



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## Canadian Pacific (CP) Bridge – General overview



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## Work context

- CP railway overpass at the tunnel exit
- Infrastructure has to be rebuilt to meet REM specifications
- Train traffic has to be maintained during the work



## Solution: Build a temporary bridge to use instead of existing tracks

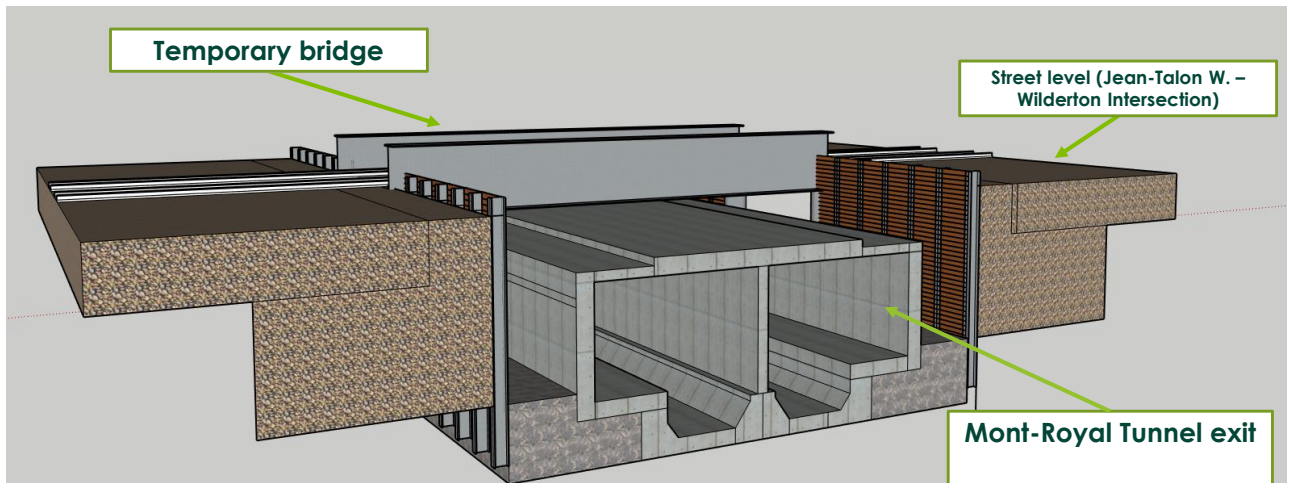
- Preliminary CP bridge rehabilitation work



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## Diagram – Temporary CP bridge



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## Upcoming work – Temporary bridge

- **Length:** Beginning in September, for about 4 months, **on weekends, during the day and at night**
- Construction of foundations for the temporary bridge:
  - Construction of two underground pillars
  - Construction of retaining walls
- Partial closure of the CP railway on weekends (1 out of 2 tracks)
- Complete closure of Wilderton Avenue on certain weekends (*dates to be determined*)
- ⇒ Assembly and installation of the temporary bridge in spring 2021
- ⇒ Bridge rehabilitation work will begin in 2021
- ⇒ Necessary mitigation measures will be implemented



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## Reconstruction of the Jean-Talon Bridge

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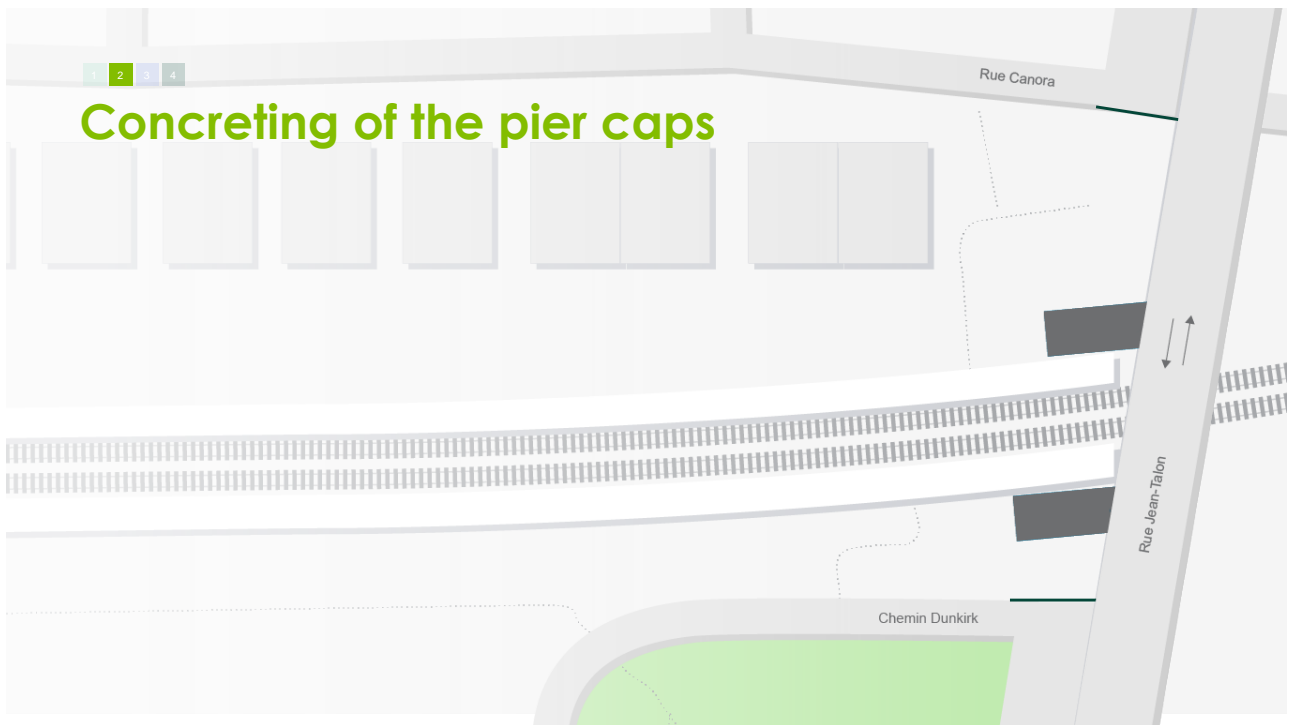


July 2020 – Demolition of the deck on the north side of the Jean-Talon Bridge

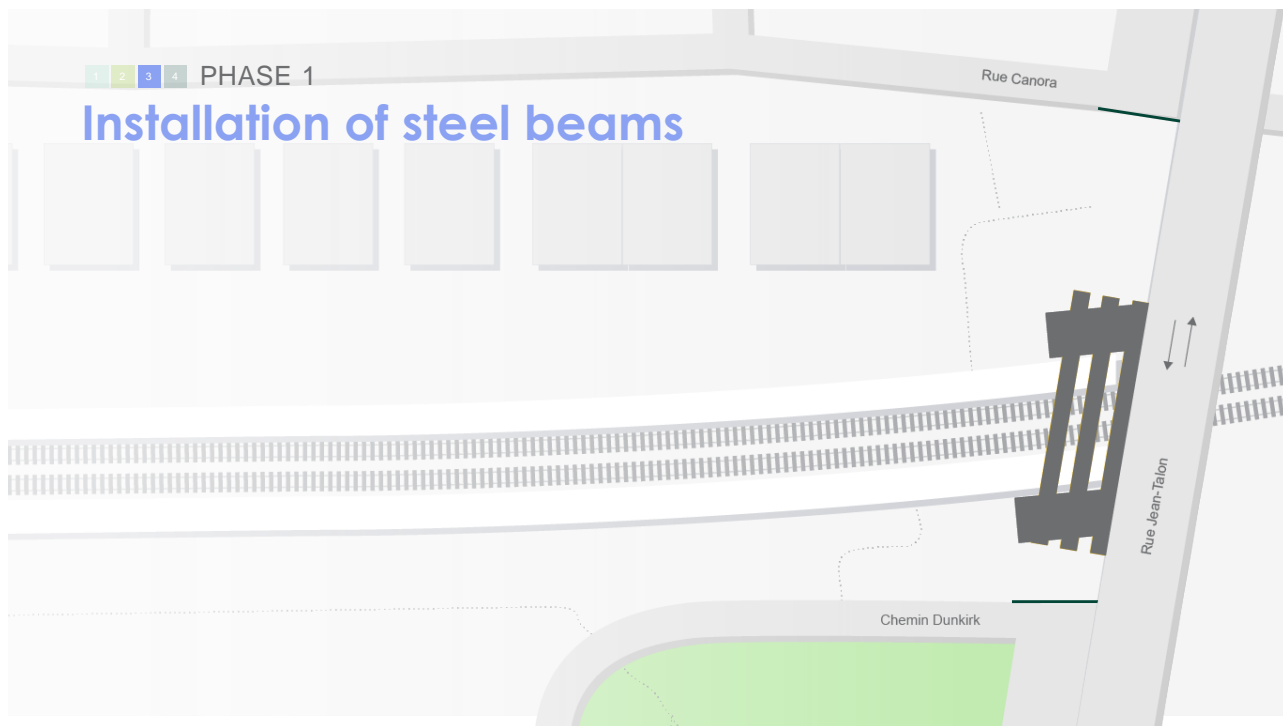


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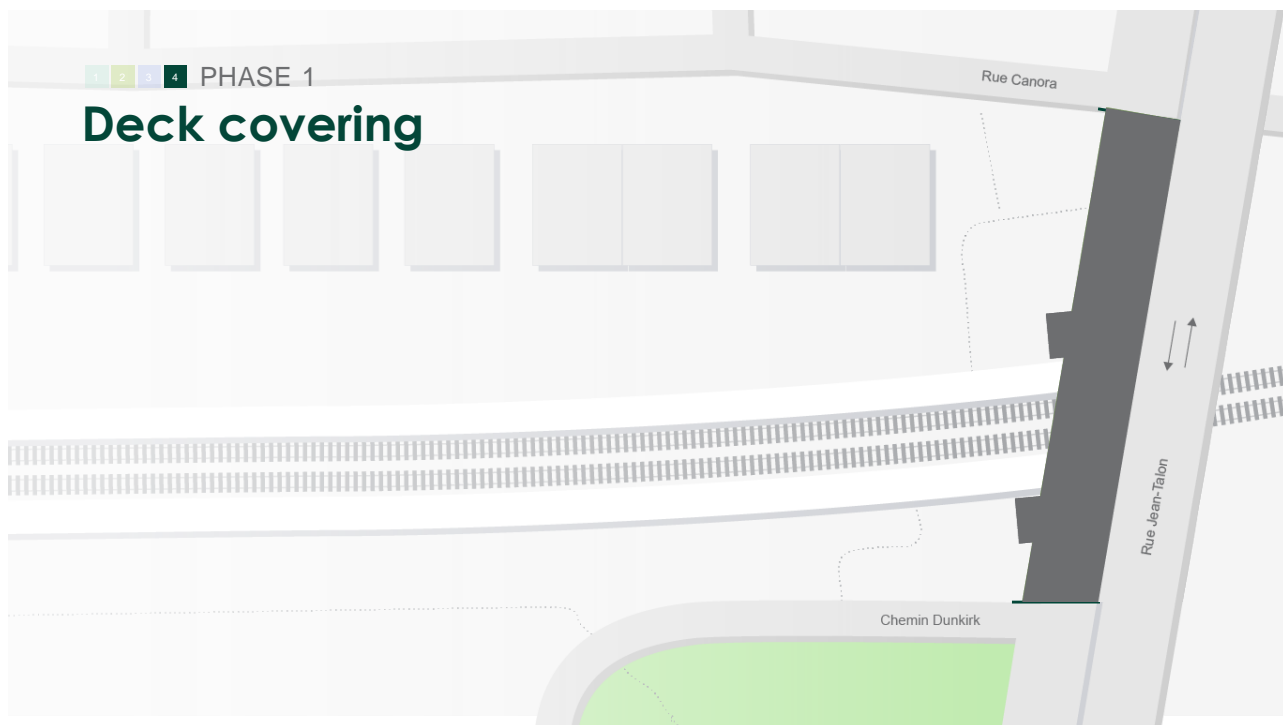
## Concreting of the pier caps



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## Reconstruction of Cornwall bridge



June 2020 – Demolition of the Cornwall Bridge



July 2020 – Construction of caisson piles

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## Cornwall Bridge and future Dalle park



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### Upcoming work on Cornwall Bridge:

- Foundation drilling and pier cap construction
- Excavation, then backfilling of the bridge approaches
- Bridge deck construction
- Civil works (asphalt, sidewalks, railings, fences, markings, street lamps)

**End of work planned for June 2021**

### Dalle park work:

- Drilling for caisson piles:  
**August 2020**
- End of work planned for 2021

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## Temporary Morrison-Melbourne footbridge

- **New location at the intersection of Morrison and Melbourne avenues**
  - 150 metres north of the planned location at the Lazard-Jasper intersection
  - Avoid conflicts with drainage ditches
  - Increased safety, away from truck access to construction site
- **Configuration:**
  - 7 metres of clearance beneath the footbridge to allow work to be performed (installation of electrical system, etc.)
- **Installation in August 2020 – before school starts**
  - Site preparation (removal of fences, pruning and cutting of trees and shrubs)
  - Marking and signage for the new corridor for schoolchildren
  - Transport and assembly of pre-fabricated segments to the site



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## Question & answer period

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# Thank you!

**Next meeting:**  
**November 2020**

**Interested?**

