

Vaughan Intermodal Terminal Phase II

LEA provided planning, detailed design, approvals coordination, tendering and construction administration related to a \$ 17 million expansion of this major GTA intermodal facility. All work from concept to commissioning was completed within 9 months. Cost savings achieved during construction enabled the client to expand the scope of work within the approved budget. Additions to the project included modifications to the existing entrance roadway and construction of a 600 m equipment maintenance centre.



In order to achieve the aggressive schedule, a site preparation contract was awarded at the preliminary design stage. Major construction works were initiated prior to the receipt of all approvals. Construction was staged to avoid work in areas that could be affected by approval agency requirements. Schedule based incentives were used successfully to motivate the General Contractor to achieve critical milestones.

Careful coordination and effective communications were required to coordinate between the General Contractor and a specialty rail contractor during concurrent operations. During the peak period of production, work proceeded at a pace of over \$ 1 million per week. Access to the site was shared with up to 600 container movements per day.

Safety planning and training helped to ensure that there were no lost-time accidents involving interaction between ongoing railway operations and the construction project.



Toplifter operation used to place containers.

PROJECT SUMMARY

Client:
Canadian Pacific Railway

Location:
City of Vaughan, Canada

Services Provided:
**Intermodal Design, Tendering
and Construction Supervision**

Date of Completion:
1997 - 1998



Innovative methods were used to streamline the client review process. A project web site was established at the outset. During the design stage, minutes of meetings, design briefs, schedules and CAD drawings were published on the web for review by project team members in Toronto, Mississauga, Calgary, and Edmonton. During construction, a daily photo diary and written construction reports were published on the web. Innovative pavement design methods were used to select rigid and flexible pavements for optimum life cycle performance under extremely heavy load conditions and high repetitions.

Early intervention, effective communications and rapid turn-around of change order requests were critical to the overall success of this project.



Rubber-tired Gantry on concrete runway double-stacking containers from trailer to rail.



Canadian Pacific Railway Vaughan Intermodal Terminal, 1998.