

APPENDIX D

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

King Liberty Pedestrian/Cyclist Link Class EA Study

Prepared for:

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EXECUTIVE SUMMARY

The Stage 1 Archaeological Assessment for the King Liberty Pedestrian Cyclist Link has been carried out in advance of the proposed construction of a bridge linking the north and south sides of the railway tracks in the King Street and Liberty Street area of Toronto. The bridge is intended to facilitate passage of individuals on foot or bicycle over the railway tracks, from Douro Street on the north side to Western Battery Road on the south side.

This study entailed the review of the development history of properties that intersect the Study Area, the 19th and 20th century land-uses, and assesses the potential to encounter deeply buried pre-contact Aboriginal and Euro-Canadian deposits. Results of the research suggest that while development has taken place in the study area throughout the 19th, 20th, and 21st Centuries, this development does not eliminate the possibility that archaeological resources may remain, and thus the study area is considered to have the possibility of retaining archaeological potential.

URS Canada Inc. recommends that if these areas of potential are impacted by the construction of the Pedestrian/Cyclist Link, then archaeological monitoring is required. Monitoring would be carried out according to the standards outlined in the *Standards and Guidelines for Consultant Archaeologists* (2011).

URS CANADA INC.

PROJECT PERSONNEL

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PROJECT CONTEXT

1.1 Development Context

URS Canada was contracted by the City of Toronto to conduct a Stage 1 Archaeological Assessment in the proposed area of the King Liberty Pedestrian/Cyclist Link. The link is intended to facilitate travel of pedestrians and cyclists across the railway corridor from the King Street West to Liberty Street area. The proposed link includes multiple components; an elevator/pad area, a ramp/walkway, the landings/stairs with bicycle channels, and the pedestrian/cyclist bridge itself, which will pass over the railway line.

The Stage 1 archaeological assessment was carried out in accordance with the Ontario's Ministry of Tourism and Culture's *Standards and Guidelines for Consultant Archaeologists* (2011). A Stage 1 archaeological assessment involves background research to describe the known and potential archaeological resources in and adjacent to the study corridor. The assessment incorporates a review of previous archaeological research, and physiographic and land use history for the properties within the study area. This background research will assess the archaeology potential within the study area.

1.2 Archaeological Context

In order to compile an inventory of archaeology resources for the study area three sources of information were accessed: the site record forms for registered sites housed at the Ministry of Tourism and Culture, and published and unpublished documentary sources. **Table 1**, below, outlines the 14 archaeological sites registered within a 2 kilometer radius of the study area.

No registered archaeological sites fall within the study area, nor do any published documentary sources deal with the area directly in the study area.

The study area falls within the Iroquois Plains physiographic region, which is the bed of glacial Lake Iroquois. Soil in the this area of the Iroquois Plain is typically made up of silt sediment (Chapman and Putnam, 1984)

Proximity to landscape features such as bodies of water, elevation, drumlins, and resource areas (such migratory routes or chert outcrops) are important to consider when assessing the archaeological potential of an area, as close proximity to these features would indicate a high potential of archaeological material.

Due to the small size of the Study Area footprint and its location in a developed urban area, no such landscape features were present. However it is important to note that while the Study Area is approximately 2 kilometres of the modern shoreline of Lake Ontario, this distance has changed throughout history as the shoreline has evolved.

Both natural causes and human infilling have changed the shoreline of the lake: for example, around 10,500-11,000 years ago, the shoreline of the lake lay about 20 kilometers south of its modern location, while by the late 1700's Fort York was

constructed on the contemporary shores of the lake, putting our study area within 500 meters of the shore. By the 1850's, a campaign was undertaken to infill the shoreline south to the Esplanade - this infilling continued until the 1950's, resulting in the shoreline we know today (*Waterfront Toronto*, 2011). Thus it is important to consider the archaeological potential of the study area in reference to earlier shorelines and aboriginal people that would have inhabited the area.

TABLE 1: SITES WITHIN 2 KM OF THE STUDY AREA

Borden	Site Name	Cultural Affiliation	Site Type	Researcher	Comments
AjGu-4	Denison	Aboriginal	Village	1971, Richard Hazzard	Site has been destroyed for over 50 years
AjGu-13	Fort Rouille	Euro-Canadian	Trading Station	1980, Donald A Brown	
AjGu-27	George Brown House	Euro-Canadian	Homestead	1987, Robert Mayer 1989, Dena Doroszenko	
AjGu-15	Front Street	Euro-Canadian		Roberta O'Brian	
AjGu-21	Navy Warf	Euro-Canadian	Navy Warf	1986-1993, Robert Mayer	Southern 2/3 of site destroyed by construction, northern 1/3 remains beneath 9m of 19 th Century fill under existing railway corridor. The extant remains should be documented if possible.
AjGu-22	South Ryerson School			1986, Toronto Board of Ed	Domestic occupation from mid-19 th to late 20 th Centuries.
AjGu-23	Esplanade Crib	Euro-Canadian	Railway	1986-1993, Robert Mayer	Only 13 cribs from 1856 were documented; further sections of the 2 mile long structure should be documented where feasible.
AjGu-24	Furniss Water Works Wharf	Euro-Canadian	Navy Warf	1986-1993, Robert Mayer	Remains were severely impacted by construction after monitoring was completed. Not known if further structural elements remain.
AjGu-25	1894 Landfill	Euro-Canadian	Domestic Dump	1986-1993, Robert Mayer	Site almost totally destroyed by construction of Sky Dome.
AjGu-26	Historic Fort York	Euro-Canadian	Fort	2006, David Spittal	Protected National Historic Site
AjGu-29	Trinity Bellwoods Park	Euro-Canadian	Park, Residence	1999, Peter Hamalainen	19 th and 20 th century deposits found throughout excavation area.
AjGu-30	OOOPS	Euro-Canadian	Park, Homestead, Farmstead, School, Schoolyard	1992, Karolyn Smardz / Peter Hamalainen	19 th Century deposits destroyed by grading, but schoolyard believed to hold remains of Dovercourt, a 19 th Century estate of the Denison family.
AjGu-34	*	Euro-Canadian	Roundhouse, Railway	1995, Ron Williamson	Site has been destroyed
AjGu-37	Farr	Euro-Canadian	Homestead	1997, Ron Williamson	Brick house dates to 1847. Brewery dates to 1819. John Farr lived in a log house before construction of brick house.

While the recorded sites within 2 kilometres of the study area are heavily weighted towards Euro-Canadian sites, the presence of early Aboriginal people in this area should not be overlooked. Proximity to water (see *Field Methods*, below), in the form of early incarnations of the Lake Ontario shoreline, meant that the Toronto waterfront area in general was a desirable location for Aboriginal settlement, transportation, and trade. Later development by European settlers has removed many of these sites from the archaeological record, however the potential for encountering Aboriginal

sites throughout the Toronto waterfront area in undisturbed pockets of land remains high.

The Stage 1 Field review was carried out on October 18, 2011, under the direction of Sarah Roe [R388]. The weather was overcast and rainy.

During the field review, the proposed area of the bridge's northern footing (off Douro Street) was comprised of a commercial parking lot and a small patch of grass, surrounded by commercial and industrial buildings. The proposed area of the bridge's southern footing (off of Western Battery Road) is a landscaped parkette located in a residential area with condominiums and some commercial and industrial development nearby. The area below the proposed bridge is the Canadian National Railway line. **Plates 1 to 16** document the conditions of the study area.

1.3 Historical Context

The study area is located in the central waterfront area of Toronto. **Figure 3** illustrates the location of the study area on the 1878 Historic Atlas Map, County of York, York Township. As is the case today, the railway was a prominent fixture in the surrounding area, with commercial and industrial development lining the railway corridor.

Toronto Central Prison (**Photo 17, Figures 3 – 9**) is another nearby landmark that informed the tone of the surrounding area. Construction on this infamously brutal correctional institution began in 1871 under the direction of the official government architect Kivas Tully. The prison was designated an industrial facility, and fittingly, the first industry it served was the Canadian Car Company, which manufactured railway cars (2003, *The Archaeology Master Plan*, p.31). With cells for 336 prisoners, the institution had a strong reputation for brutality by the 1880s, with rumors of undocumented nighttime burials and violent beatings handed down by military trained guards. The prison closed in 1915 and the building was demolished in 1919.

Other nearby buildings, such as the Massey Manufacturing Co, or Massey-Harris Co, (**Photo 18**) and the Lunatic Asylum, on Queen Street, contribute to the study area as a developed commercial and industrial area in the 19th and 20th centuries. **Photos 19 and 20** give an overall picture of the railway corridor just east of the study area in the early 20th century. **Photo 21** gives a bird's eye view of the railway line and study area environs in 1892.

Figures 3 – 9 illustrate the study area throughout the period of 1878 – 1903. The Goad's maps are shown with the study area overlaid both at a large and small scale to illustrate the study area both in the larger context of the area as well as to then indicate detail.

FIELD METHODS

A field review was conducted under the direction of Sarah Roe (R388), URS Canada, on October 18, 2011, to confirm archaeological site potential in the proposed area of bridge construction and to determine the degree to which development and landscape alteration have affected that potential.

Weather conditions during the field review were overcast and rainy. No Permission – to- enter was necessary as the study area is located on publicly accessible areas (sidewalks, commercial parking lots, and a parkette). The actual railway corridor was not accessible, but was adequately assessed from adjoining properties and photographed fully. Photographs were systematically taken of the entire proposed area of the bridge. The degree of landscape alteration and disturbance is documented in **Plates 1 to 16**.

Figure 2 illustrates the proposed bridge components. The elevator/pad area (pink), landings/stairs with bicycle channels (purple) and ramp/walkway (yellow) make up what was determined to be the proposed footings of the bridge, and thus the area of construction where the ground will be disturbed. The pedestrian/cyclist bridge (green) will be suspended over the railway corridor and thus is not anticipated to disturb the ground.

The field review was conducted first along the north side of the railway line, in the proposed area of the bridge landing near Douro Street., followed by assessment of the south side of the railway, in the proposed area of the bridge landing near Western Battery Road. The majority of the landscape surrounding the study area has been disturbed by urban development – specifically the disturbed railway corridor itself and the parkette off of Western Battery Road.

Historic maps were reviewed before the field review and historic buildings that intersected the study area were noted. Upon assessment, it was observed that none of the historic buildings remained extant, however it is possible that foundations remain beneath the surface.

Figure 12 illustrates the results of the Stage 1 field review. The map and photos document the conditions of the study area and identify whether testing is required or not and include details of where disturbance has removed archaeological potential. Where disturbance has been noted photographs are provided documenting the nature of the disturbance. The mapping also denotes where monitoring will be required.

During the Field Review, landscape features were investigated, such as waterways and undisturbed agricultural/wooded terrains, to provide insight into areas of archaeological potential. Areas that are in proximity to waterways, historic travel routes, historic homesteads, previously registered sites, physiographic features such as elevation, and other archaeological resources are identified as having a high potential necessitating Stage 2 Assessment.

The field review followed the standards for property inspection identified in Section 1.2 of the *Standards and Guidelines* (2011).

ANALYSIS AND CONCLUSIONS

Based on both the field assessment and assessment of historic atlas maps and aerial photographs, some level of ground disturbance can be determined. The area of the proposed northern footing (near Douro Street), is the location of the Dominion Bridge Co. in the 1884 and 1894 Goad's Atlas Maps (**Figures 4-7**). The 1947 aerial photographs (**Figures 10 and 11**) also show a building in this location, however the presence of these constructions does not eliminate the possibility of deeply buried archaeological resources below their constructions. As the existence of subterranean construction in either of these cases cannot be determined, the ground below them (now covered by an asphalt parking lot) may be largely undisturbed.

Similarly, the area of the proposed southern bridge footings (near Western Battery Road) is shown to be covered by a railway track in the Goad's Atlas Maps of 1884, 1894, and 1903, and the 1947 aerial photo (**Figures 4 -11**). As railways are generally superficial in construction, the possibility that archaeological resources have been preserved beneath the tracks (now a parkette) remains.

As neither historic nor modern constructions at either the proposed northern or southern footings of the bridge can be determined to have disturbed the ground sufficiently to remove archaeological potential, and giving to the proximity to both early European settlements (Fort York and early Toronto development along the lakeshore) and aboriginal settlement along the lake, these areas can be determined to have retained archaeological potential.

RECCOMENDATIONS

Figure 12 illustrates the results of the Stage 1 Archaeological Assessment. URS Canada makes the following recommendations:

1. Archaeological monitoring is recommended at the sites of both the northern (off Douro St) and southern (off Western Battery Road) footings.
2. No assessment is recommended under the proposed elevated pedestrian/cyclist bridge component of the link, based on the assumption that its construction will not cause ground disturbance. If ground disturbance is required, than monitoring under the bridge component is also recommended.

ADVICE ON COMPLIANCE WITH LEGISLATION

Standard Clauses

- a) This report is submitted to the Minister of Tourism and Culture as a condition of licencing in accordance with Part IV of the *Ontario Heritage Act, R.S.O. 1990, c 0.18*. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism and Culture, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.
- b) It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such a time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act*.
- c) Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.
- d) The *Cemeteries Act, R.S.O. 1990, c.C.4* and the *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.

Documentation related to the archaeological assessment of this project will be curated by URS Canada until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of the project owner, the Ontario Ministry of Culture, and any other legitimate interest groups.

REFERENCES CITED

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Image of *Central Prison, from East*. Fonds 200, Series 372, Subseries 79, Item 123

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Ministry of Tourism and Culture

2011 *Standards and Guidelines for Consultant Archaeologists*

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1892 *Map showing Street Railway lines*. [Online] Available: http://ve.torontopubliclibrary.ca/TPM/SIDtoronto_railway_mapc.html (Retrieved October 11, 2011)

Waterfront Toronto

Online: http://www.waterfronttoronto.ca/about_us/history_and_heritage
Retrieved October 21, 2011

MAPS



FIGURE 1: LOCATION OF STUDY AREA

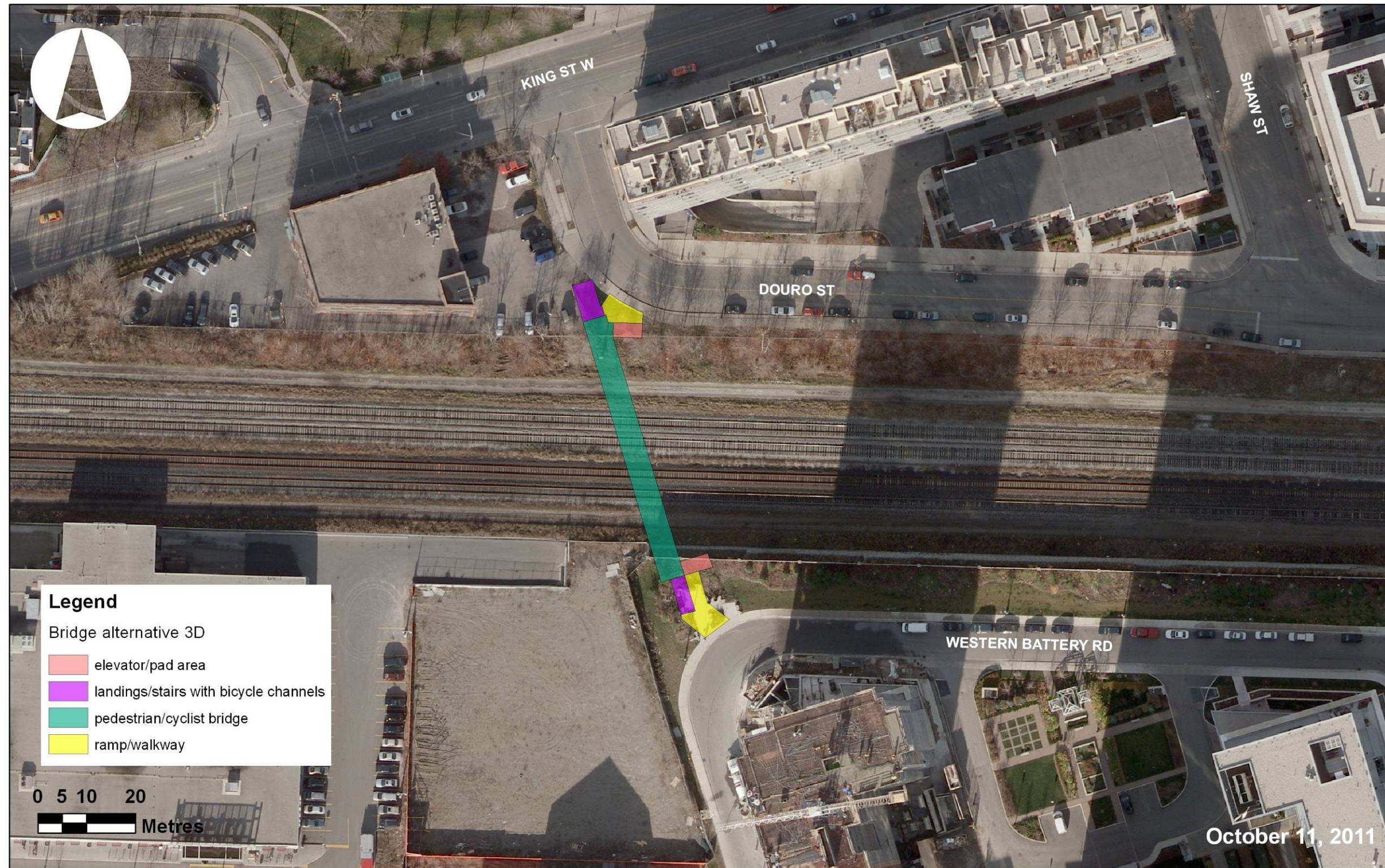


FIGURE 2: CLOSE UP OF THE STUDY AREA SHOWING COMPONENTS OF BRIDGE CONSTRUCTION

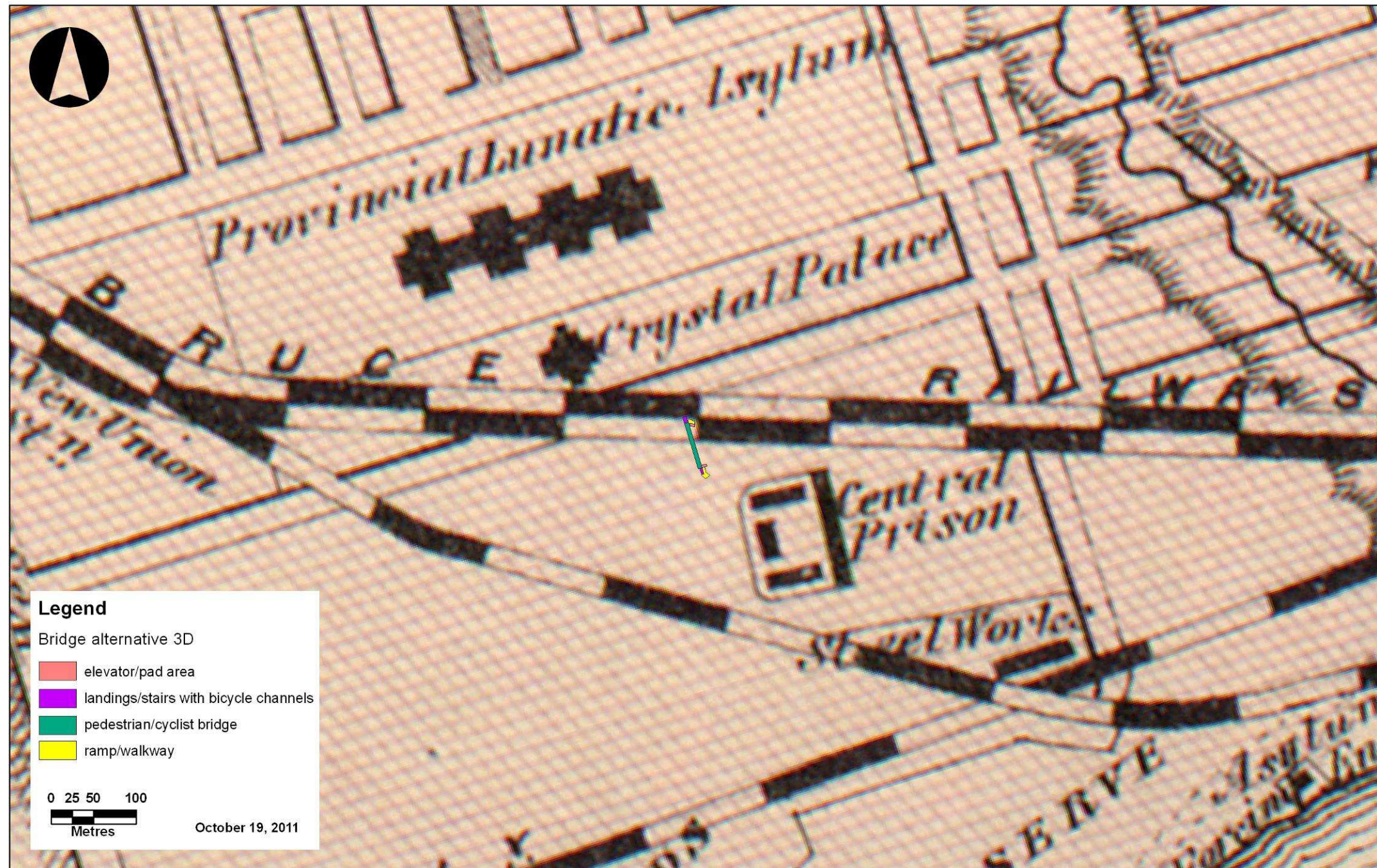


FIGURE 3: LOCATION OF STUDY AREA ON 1878 HISTORIC MAP OF THE COUNTY OF YORK, YORK TOWNSHIP

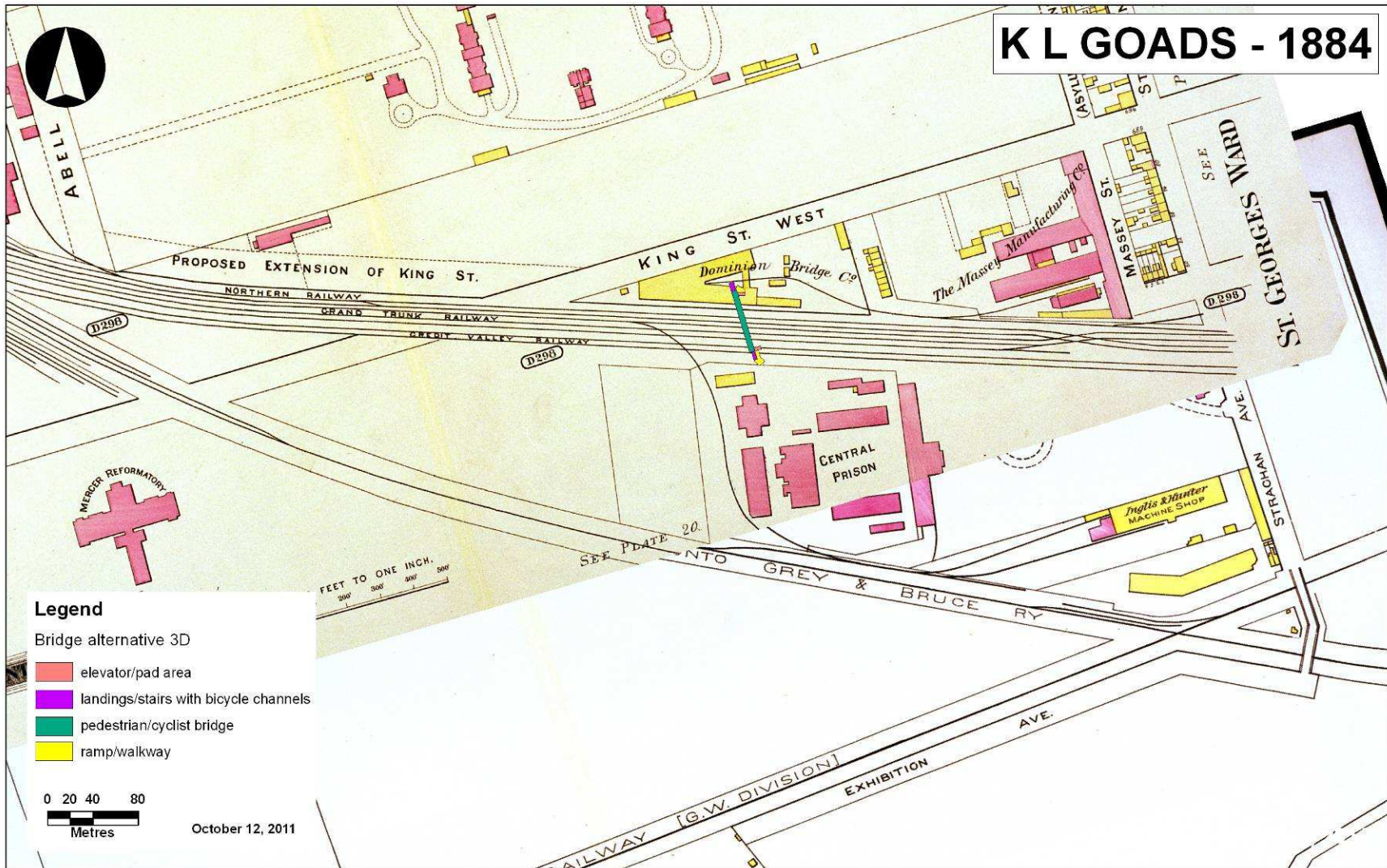


FIGURE 4: STUDY AREA OVERLAID ON 1884 GOAD'S ATLAS

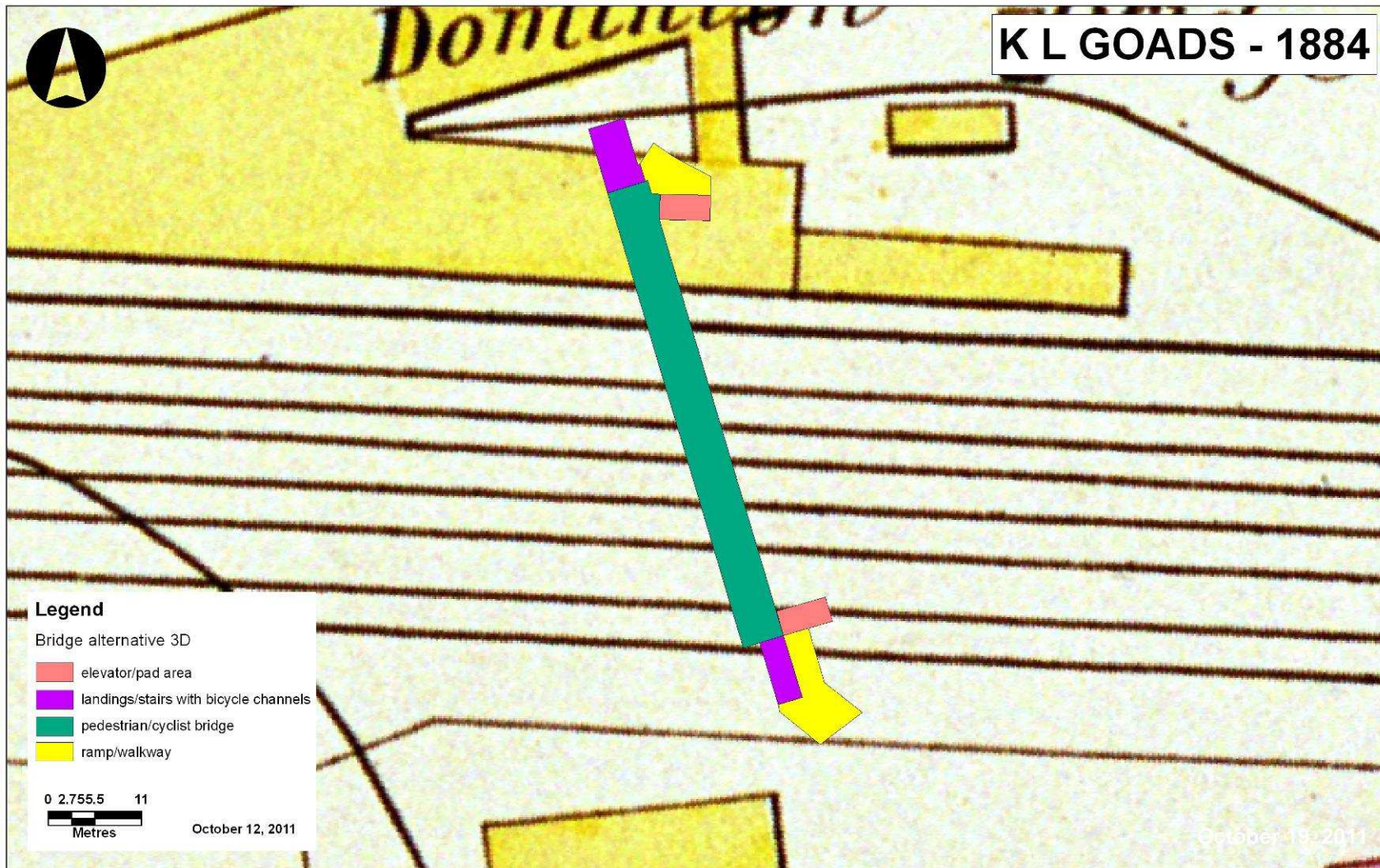


FIGURE 5: CLOSE UP OF STUDY AREA ON 1884 GOAD'S ATLAS

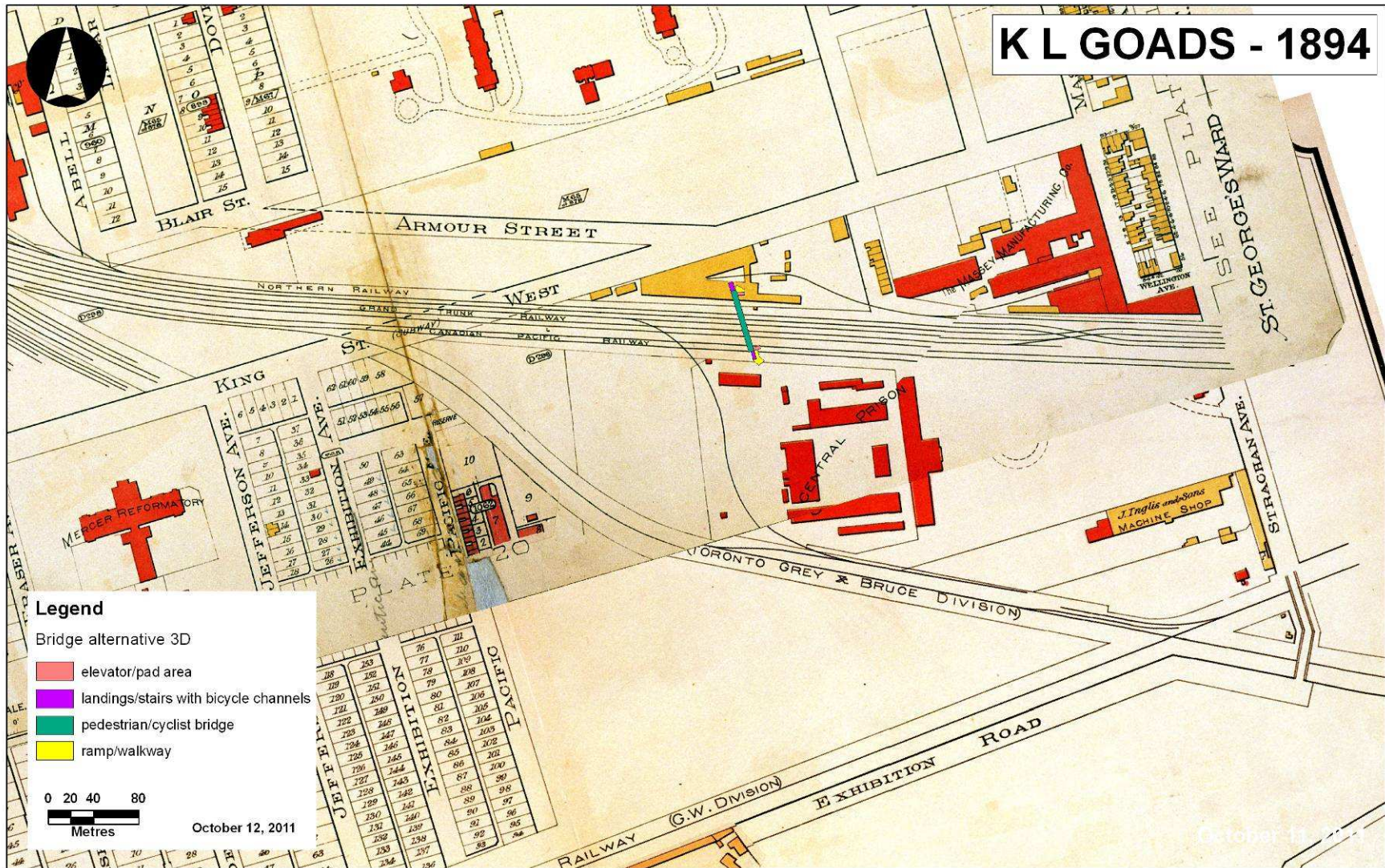


FIGURE 6: STUDY AREA OVERLAID ON 1894 GOAD'S ATLAS

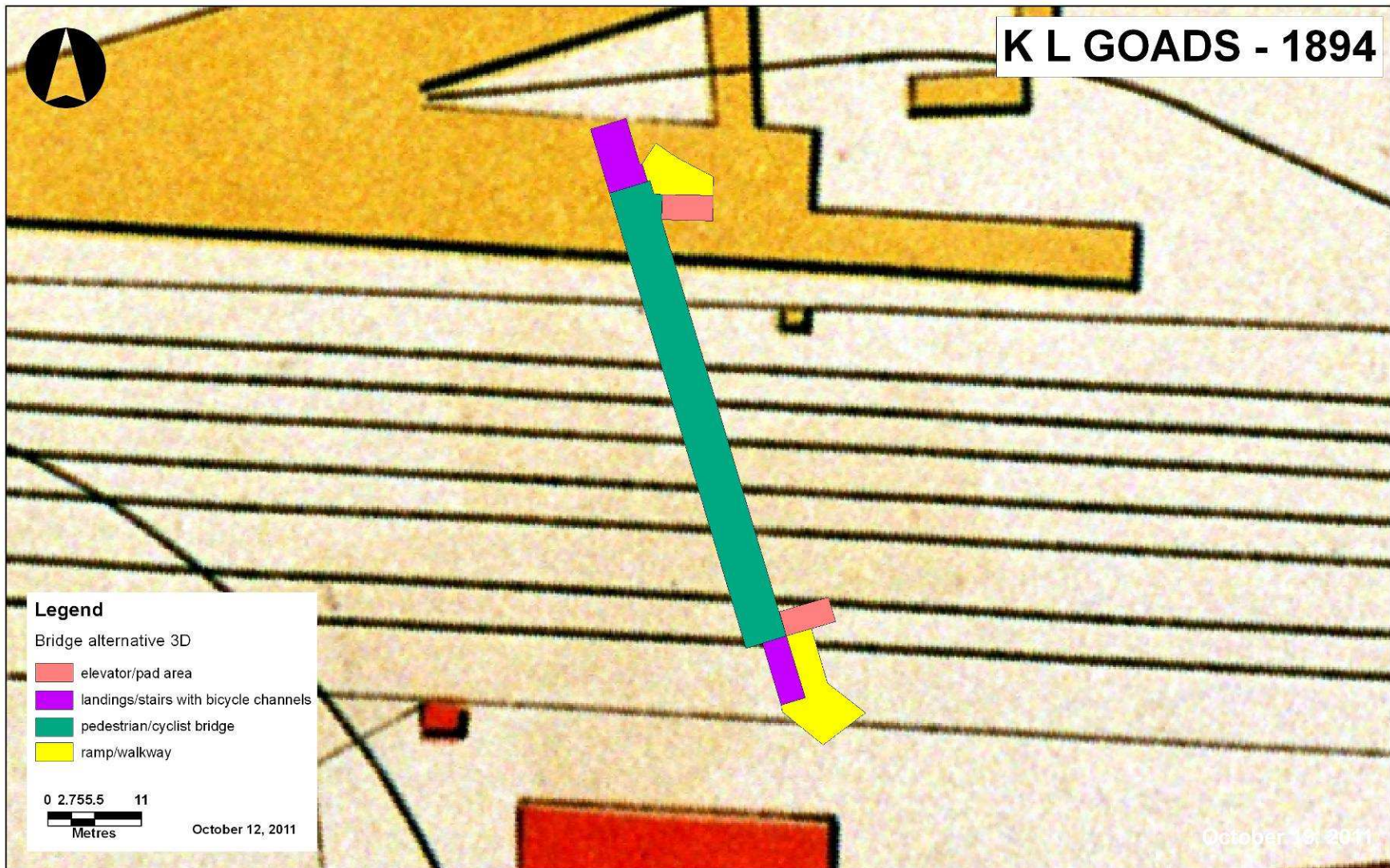


FIGURE 7: CLOSE UP OF STUDY AREA ON 1894 GOAD'S ATLAS

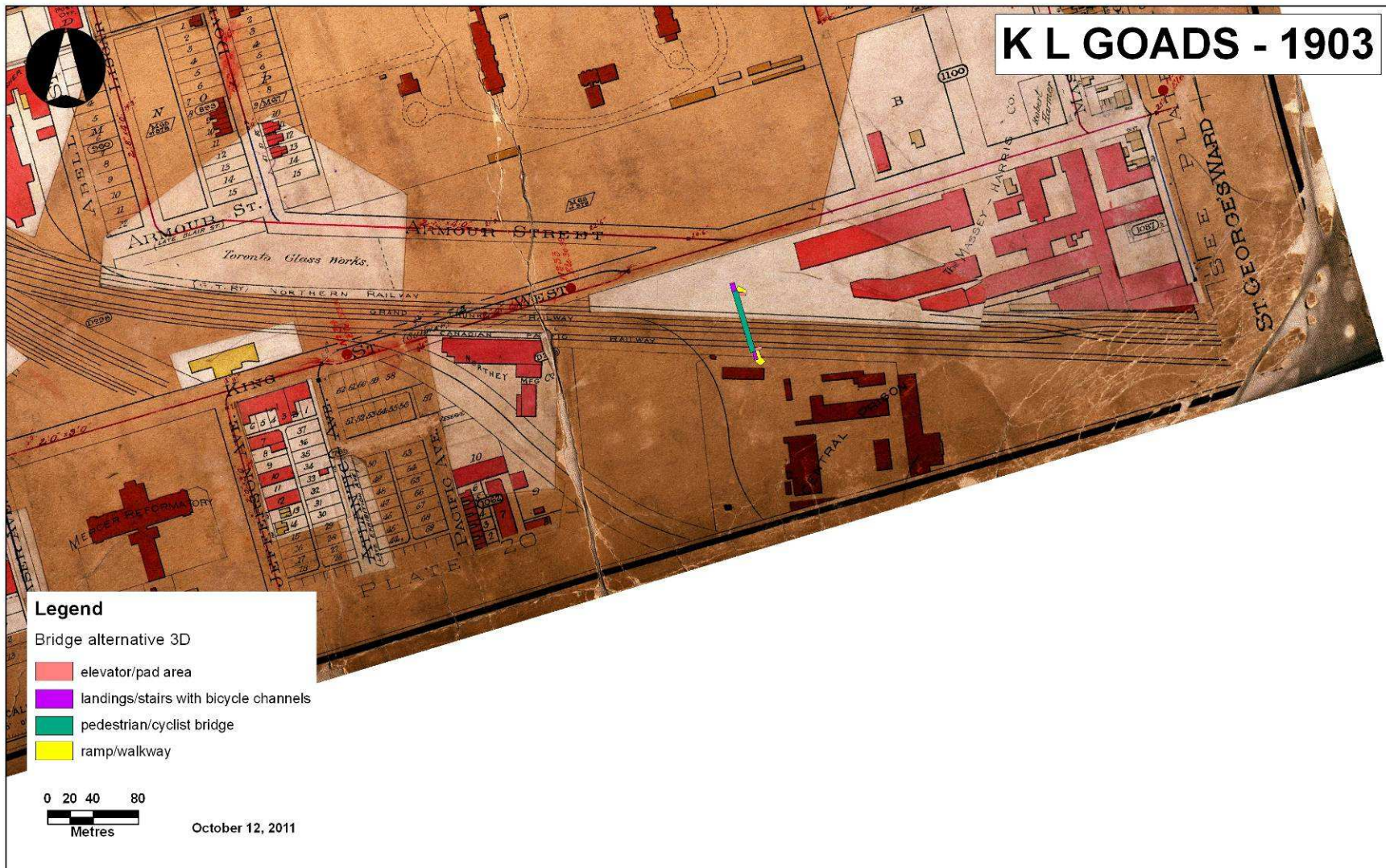


FIGURE 8: STUDY AREA OVERLAID ON 1903 GOAD'S ATLAS

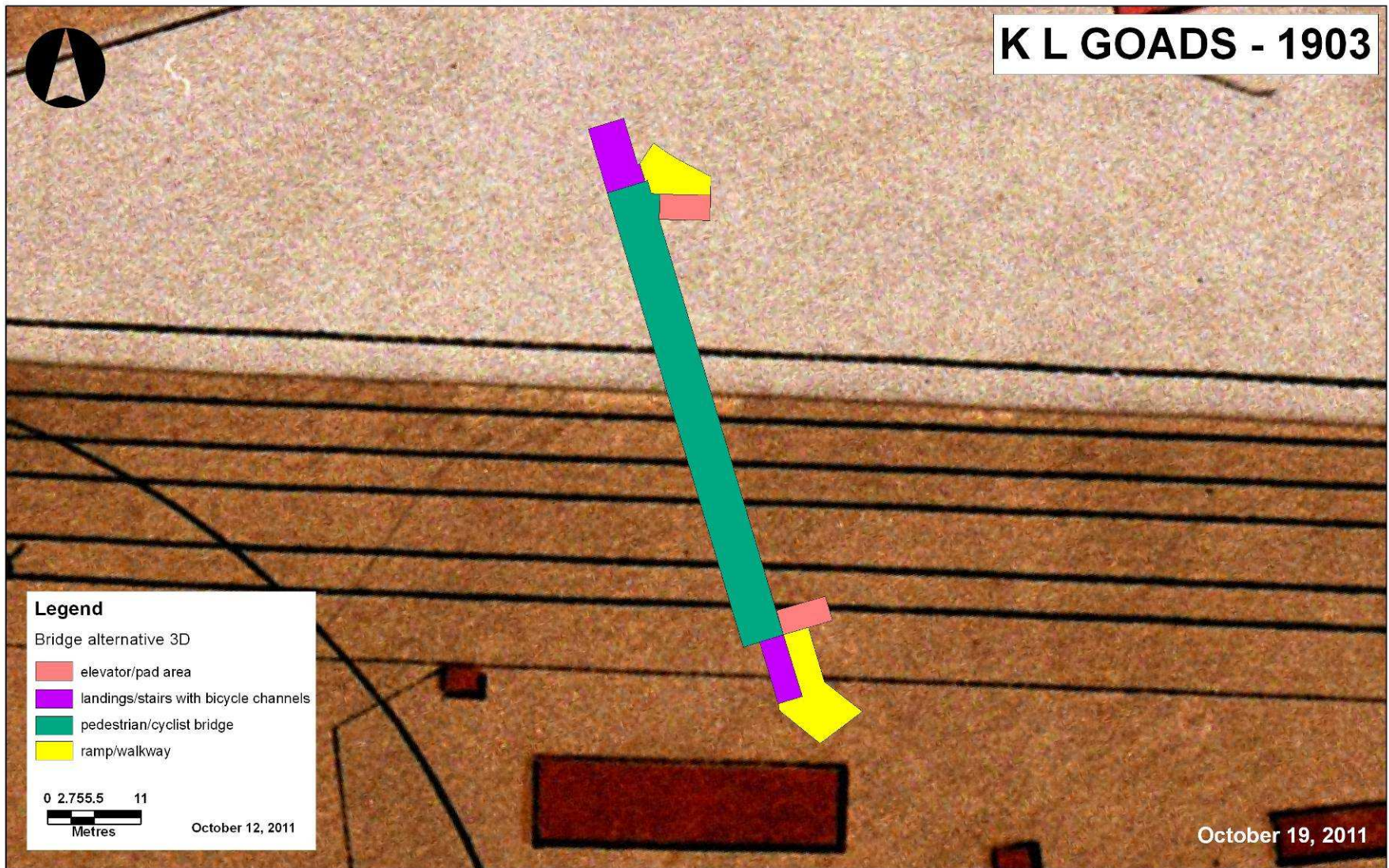


FIGURE 9: CLOSE UP OF STUDY AREA ON 1903 GOAD'S ATLAS

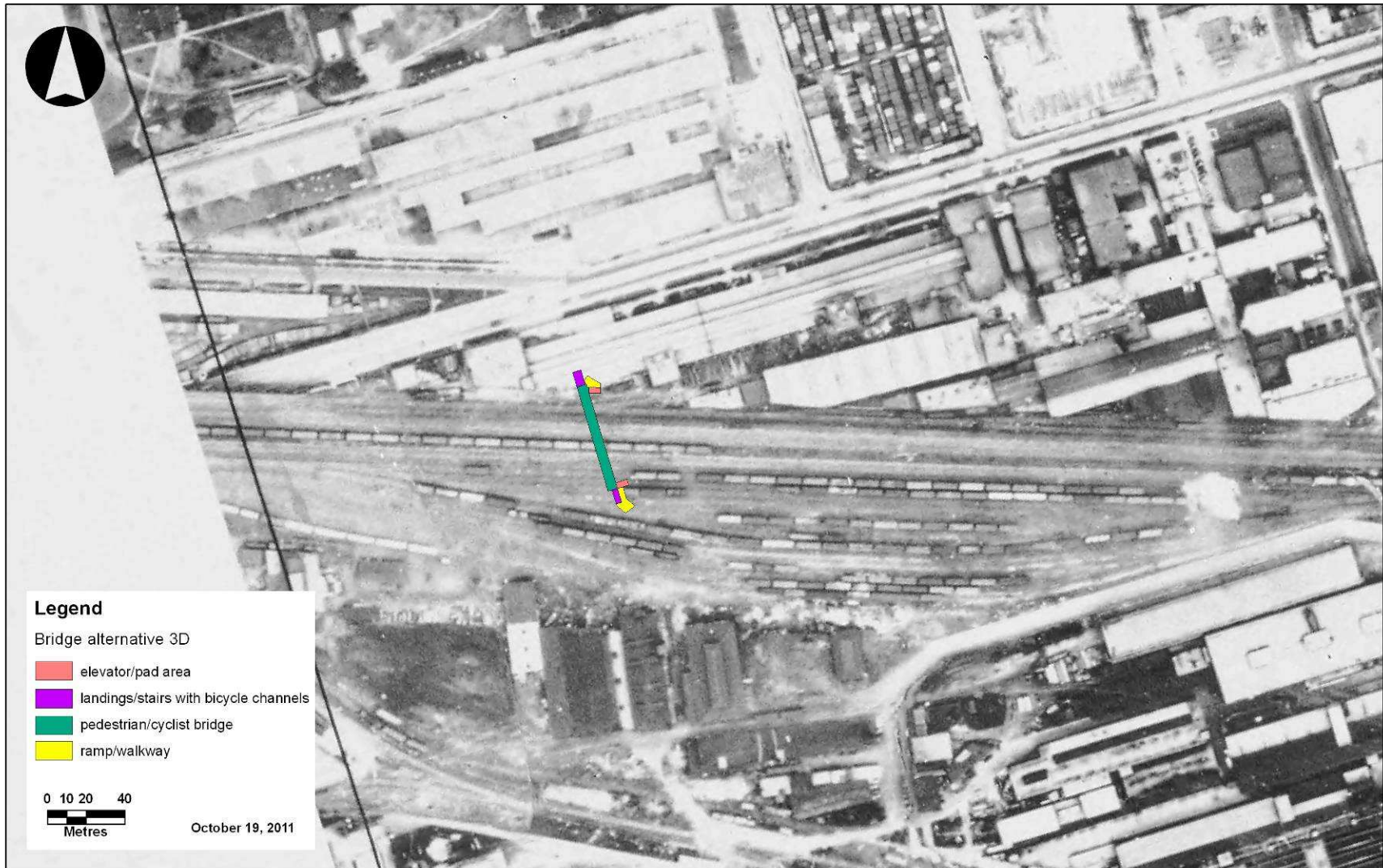


FIGURE 10: STUDY AREA OVERLAID ON 1947 AERIAL PHOTO (SOURCE: ARCHIVES OF TORONTO AERIAL PHOTO COLLECTION)



FIGURE 11: CLOSE UP OF STUDY AREA ON 1947 AERIAL (SOURCE: ARCHIVES OF TORONTO AERIAL PHOTO COLLECTION)

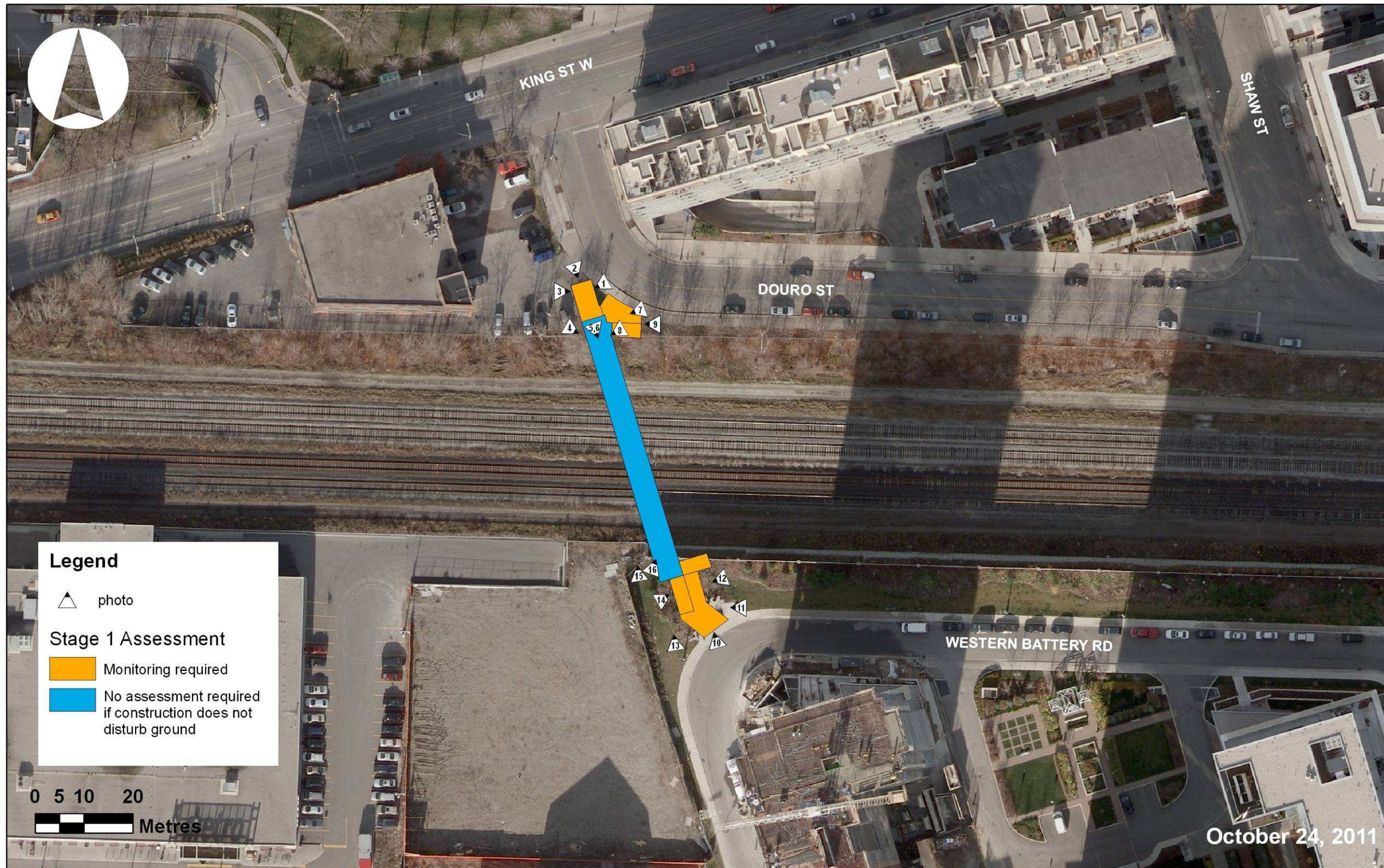


FIGURE 12: PHOTO PLATES AND RECOMMENDATIONS

PHOTOS



Plate 1: Looking west at parking lot, location of proposed Douro Street bridge landing



Plate 2: Looking south at parking lot, location of proposed Douro Street bridge landing



Plate 3: Looking east at parking lot, location of proposed Douro Street bridge landing



Plate 4: Looking south east over railway corridor, showing disturbed railway shoulder in foreground and railway tracks in background



Plate 5: Facing south, clear view of railway line and shoulder



Plate 6: Facing south, looking at area of railway corridor over which pedestrian/cyclist bridge will pass



Plate 7: Looking west over grassy area next to sidewalk, disturbed due to road construction and utilities



Plate 8: Looking south west, close up view of railway shoulder disturbance



Plate 9: Looking south west along disturbed grassy patch next to sidewalk



Plate 10: Looking north at landscaped parkette, proposed location of Western Battery Road bridge landing



Plate 11: Looking west at landscaped parkette



Plate 12: Looking west along fence line at railway corridor, landscaping at north end of parkette



Plate 13: Looking north along western edge of parkette, landscaped area



Plate 14: Looking east at landscaped area of parkette along fence line of parkette



Plate 15: Looking north over railway corridor



Plate 16: Looking north east over railway corridor at location of proposed bridge.



Photo 17: The Toronto Central Prison, circa 1873
(Source: *Toronto Central Prison*, Wikipedia)

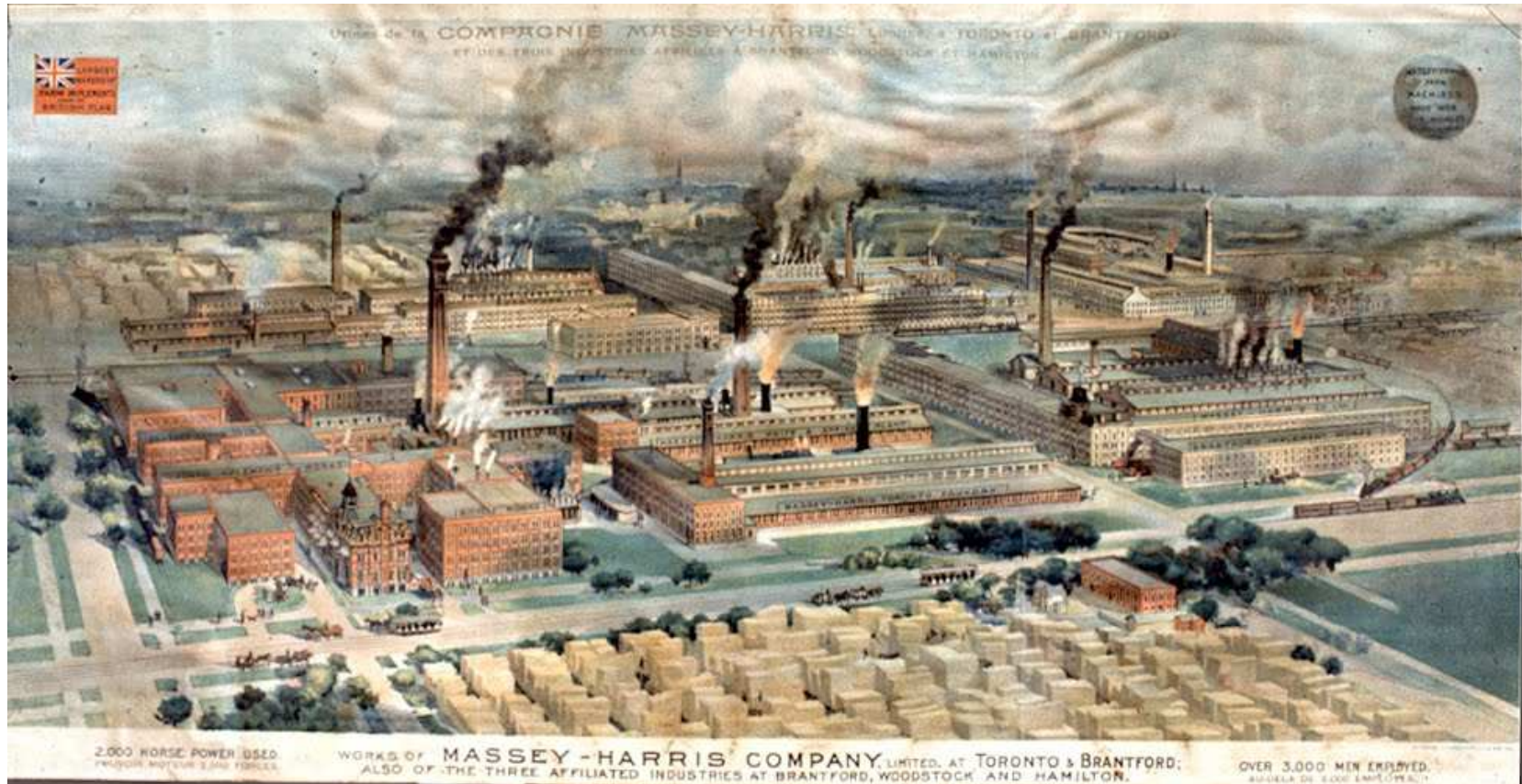


Photo 18: The Massey- Harris Company



City of Toronto Archives, Series 372 s0372_ss0079_it0122

Photo 19: Looking east, view of the rail yards by the Central Prison



City of Toronto Archives, Series 372 s0372_ss0079_it0123

Photo 20: Looking west, rail yards by Central Prison, with view of Massey-Harris Co in background.

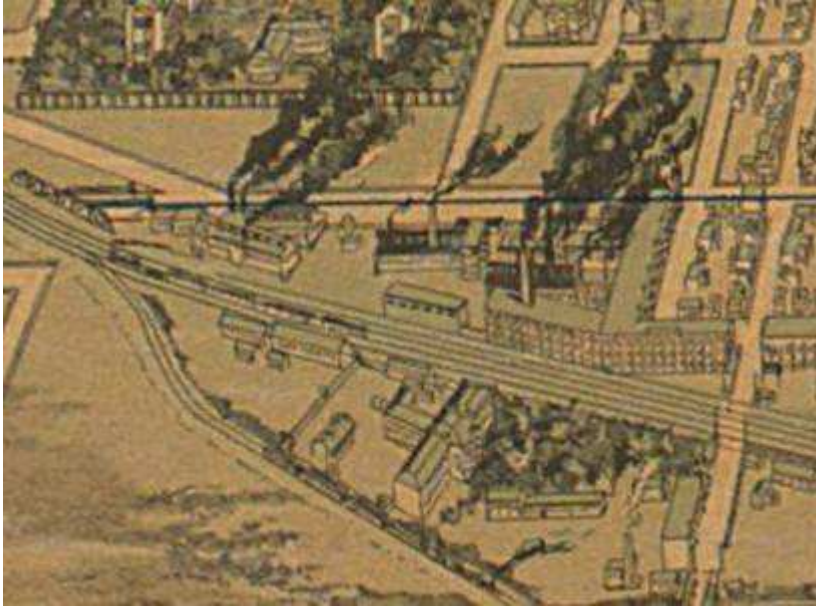
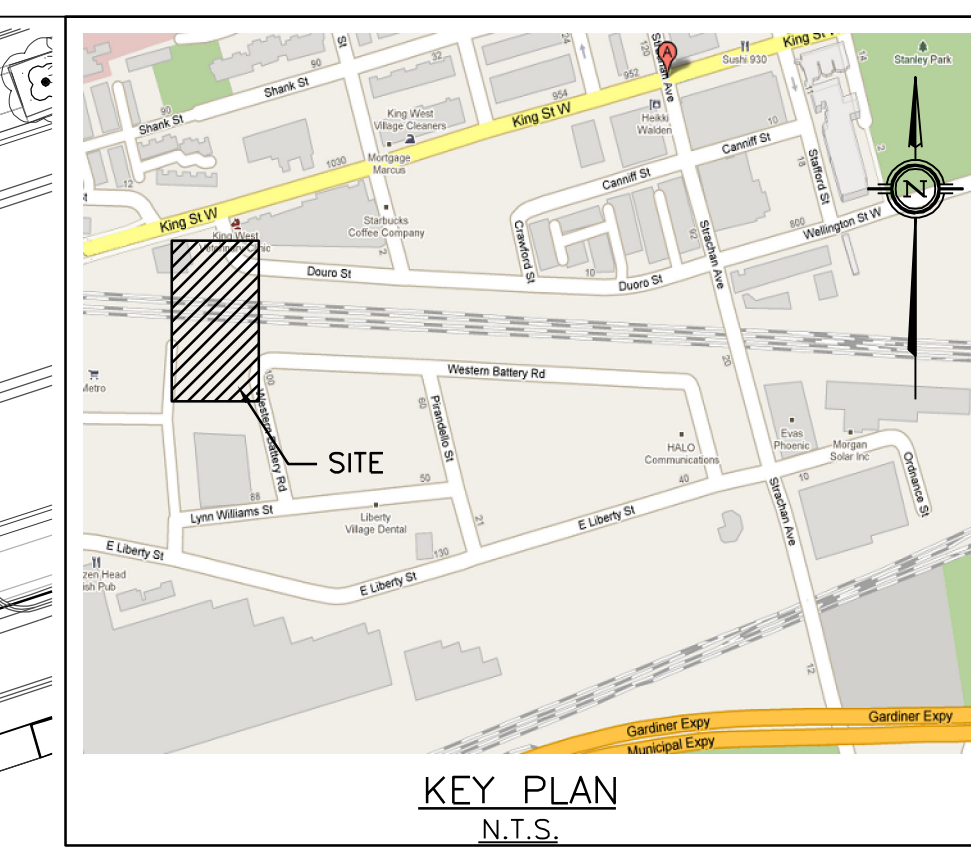
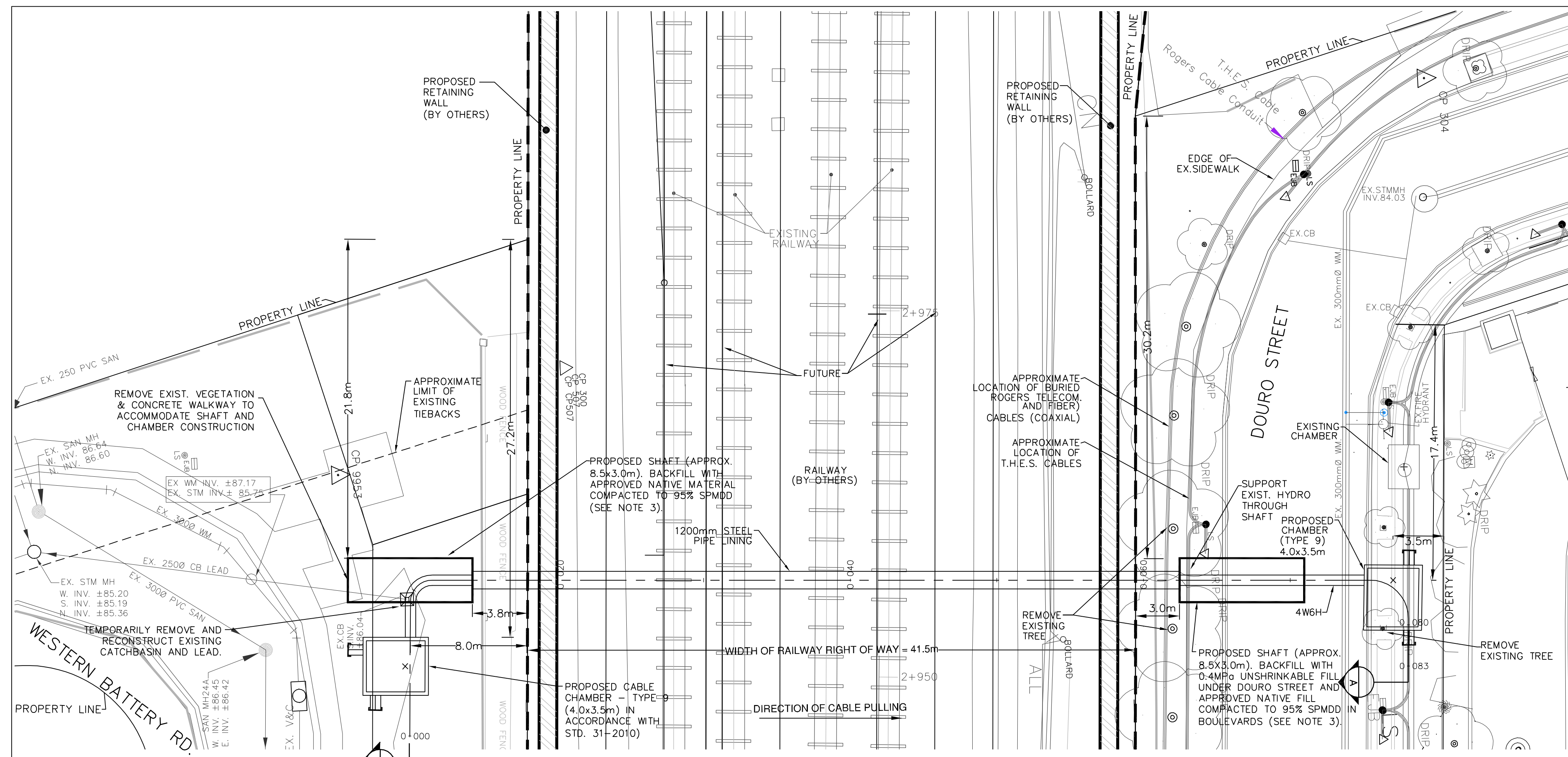


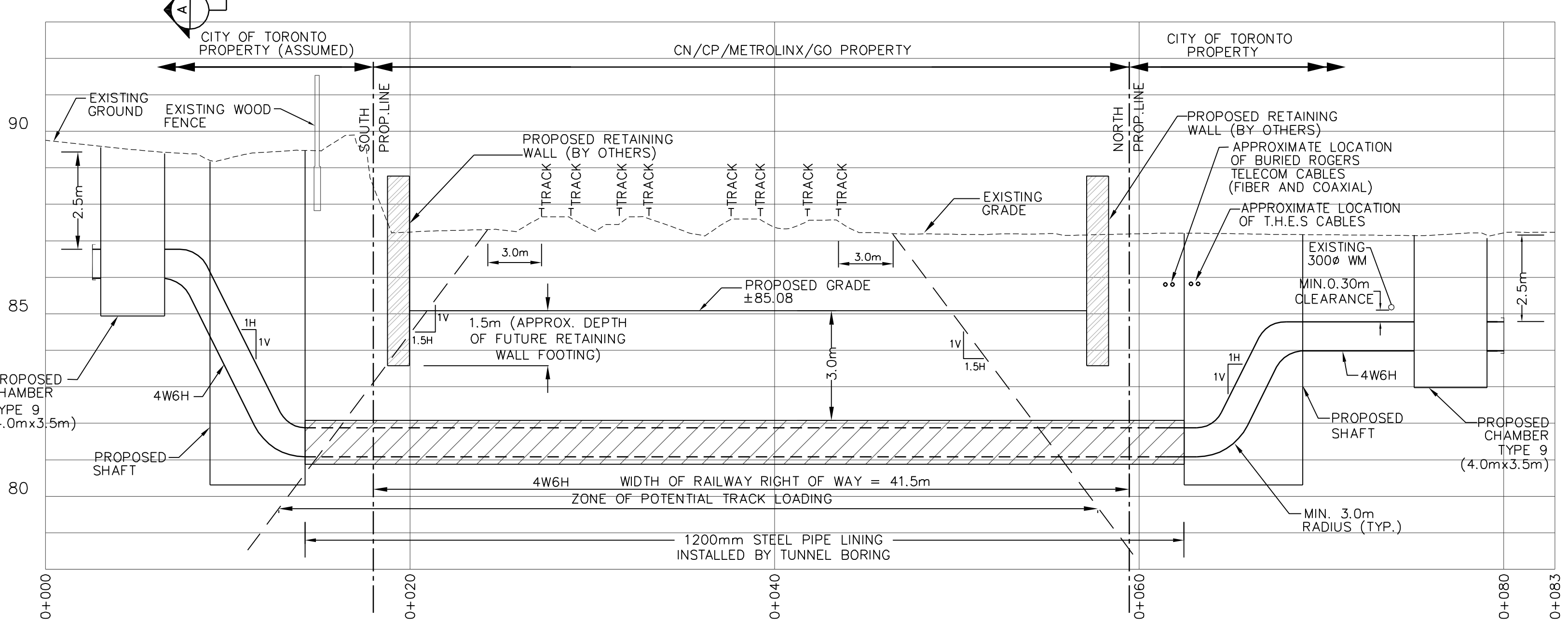
Photo 21: Bird's eye view of the study area and environs in 1892.
(Source: Toronto Railway Company)

APPENDIX E

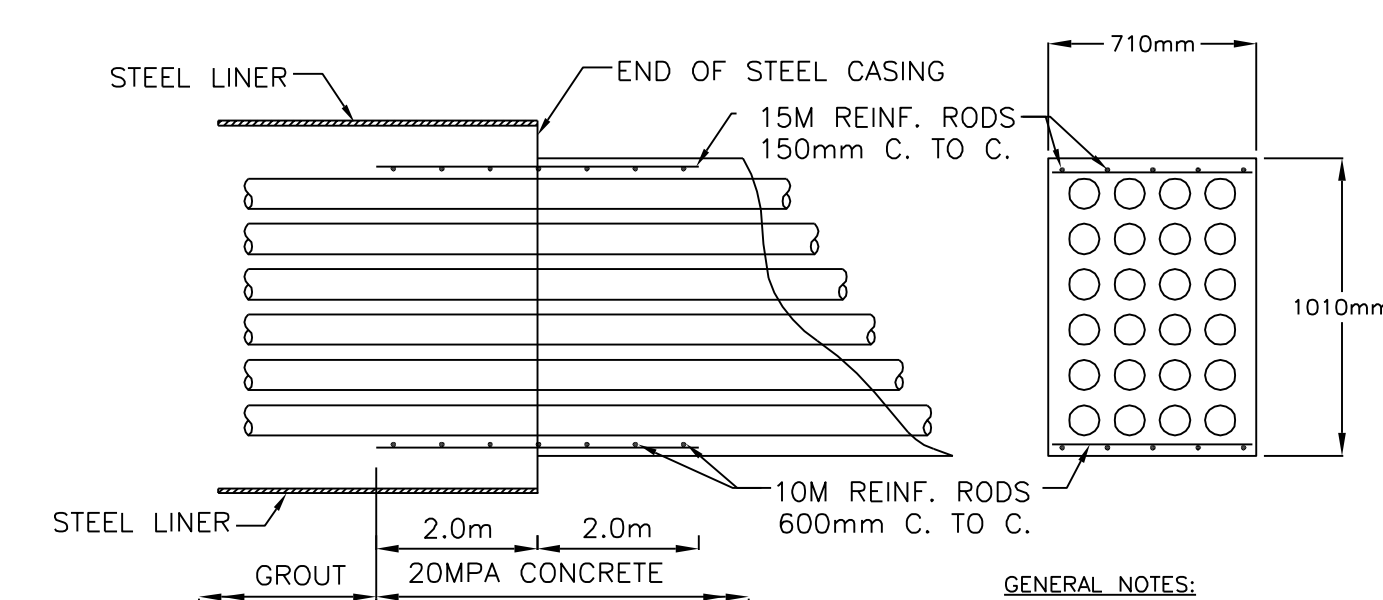


- ### LEGEND
- EXISTING CHAMBER ACCESS
 - SURVEY MONUMENT
 - EXISTING ELECTRICAL JUNCTION BOX
 - EXISTING FIRE HYDRANT
 - EXISTING STANDARD LIGHT POLE
 - EXISTING DITCH INLET HOLE
 - EXISTING CATCH BASIN
 - EXISTING SANITARY MANHOLE
 - EXISTING STORM MANHOLE
 - EXISTING BOLLARD
 - EXISTING TREES
 - PROPOSED CABLE CHAMBER

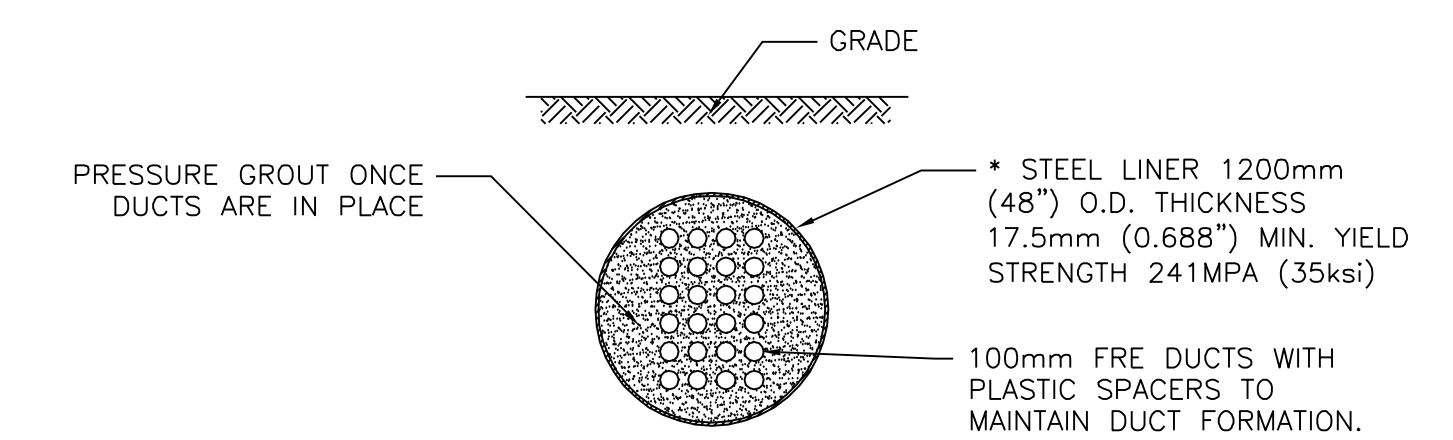
- ### NOTES
1. ALL CONDUITS TO BE CONSTRUCTED WITH 100mm DUCTS, UNLESS OTHERWISE NOTED.
 2. ALL EXISTING POLES IN THE AREA OF CONSTRUCTION WITHIN 1.2m OF EXCAVATION TRENCH TO BE SUPPORTED BY T.H.E.S.L. FORCES.
 3. ALL BACKFILL WITHIN THE PAVED PORTION OF THE MUNICIPAL RIGHT-OF-WAY TO BE UNSHRINKABLE FILL. BACKFILL WITHIN THE BOULEVARDS USING APPROVED NATIVE MATERIAL TO 95% SPMD. CONTRACTOR TO STOCKPILE EXCAVATED MATERIAL FOR ENVIRONMENTAL TESTING PRIOR TO BACKFILL. CONTRACTOR TO IMPORT APPROVED BACKFILL FILL AS REQUIRED.
 4. CONSTRUCTION, MAINTENANCE AND OPERATION OF THE LINE SHALL BE IN ACCORDANCE WITH TRANSPORT CANADA GENERAL ORDERS E-11 AND E-12 AND CANADIAN STANDARDS ASSOCIATION STANDARDS CAN/CSA-C22.3 No. 1-M87 AND CAN/CSA-C22.3 No. 7-M84 AS APPLICABLE.
 5. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR MUST SUBMIT TO TORONTO HYDRO FOR FINAL REVIEW AND APPROVAL BY RAILWAY AUTHORITY, DESIGN AND SHOP DRAWINGS BEARING A THE SEAL OF A PROFESSIONAL ENGINEER REGISTERED IN THE PROVINCE OF ONTARIO FOR THE TUNNELING OPERATION. CONTRACTOR'S ENGINEER WILL BE RESPONSIBLE FOR FINALIZING THE METHOD OF INSTALLATION.
 6. THE HEAD OF THE AUGER MUST BE POSITIONED WITHIN THE CASING AND THE CASING PIPE JACKED FIRST INTO UNDISTURBED SOIL. ANY OVER-EXCAVATION BEYOND THE CASING PIPE IS NOT ALLOWED DURING THE INSTALLATION, TO PREVENT ANY TRACK SETTLEMENT.
 7. AFTER CONSTRUCTION IS COMPLETED, THE RAILWAY'S RIGHT OF WAY MUST BE RESTORED TO ITS ORIGINAL CONDITION TO THE SATISFACTION OF THE RAILWAY. ANY FENCING REMOVED TO FACILITATE CONSTRUCTION MUST BE RESTORED.
 8. CONTRACTOR IS TO CONTACT RAILWAY TRACK SUPERVISOR AT LEAST 10 DAYS IN ADVANCE TO SCHEDULE A FLAGMAN AND TO ARRANGE FOR RAILWAY U/G LOCATES. (FIBEROPTIC CABLES, SIGNAL LOCATES ETC.)
 9. DURING CONSTRUCTION, THE CONTRACTOR MUST MAINTAIN POSITIVE DRAINAGE OF RAILWAY PROPERTY. ANY DETERIORATING REQUIRES PRIOR RAILWAY AUTHORITY APPROVAL.
 10. CABLES TO BE INSTALLED ARE TRXLPE TYPE AND WILL OPERATE AT A VOLTAGE OF 13.8kV. (BY OTHERS)
 11. CONTRACTOR TO INSTALL WARNING MARKERS AT EACH EDGE OF RAILWAY RIGHT-OF-WAY.
 12. CONTRACTOR TO LOCATE ALL UNDERGROUND CONSTRUCTION, WATER, STORM, SANITARY, GAS, BELL, CABLES, TRAFFIC, SIGNAL AND T.H.E.S. SERVICES TO INDIVIDUAL PROPERTIES ARE NOT SHOWN IN THIS DRAWING.
 13. CONTRACTOR TO VERIFY ALL DIMENSIONS AND ELEVATIONS SHOWN ON DRAWINGS PRIOR TO COMMENCING CONSTRUCTION. NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
 14. MINIMUM HORIZONTAL CLEARANCES FROM UTILITIES SHALL BE MAINTAINED IN ACCORDANCE WITH APPENDIX 'O' OF THE CITY OF TORONTO MUNICIPAL CONSENT REQUIREMENTS. FOR CLEARANCE REFER TO TORONTO HYDRO'S STANDARD 31-0100.
 15. ANY DAMAGE TO THE EXISTING UTILITIES IS TO BE DOCUMENTED AND WILL REQUIRE IMMEDIATE REPAIR. THE COST OF THE REPAIRS IS TO BE BORNE BY THE CONTRACTOR.
 16. THE POSITION OF EXISTING POLE LINES, CONDUITS, CABLES, WATERMANS SEWERS AND OTHER UNDERGROUND AND ABOVEGROUND UTILITIES, STRUCTURES AND APPURTANCES IS NOT NECESSARILY SHOWN AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. THE CONTRACTOR SHALL INFORM AND SATISFY HIMSELF OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM DURING THE COURSE OF CONSTRUCTION.



SECTION A-A
SCALE: Horz. 1:200
Vert. 1:100



TRANSITION DETAIL BETWEEN STEEL LINER AND CONCRETE CONDUIT
N.T.S.



PROPOSED U.G. CROSSING OF R/R TRACK
N.T.S.

- ### GENERAL NOTES:
1. TUNNEL CROSSING UNDER RAILWAY TO BE CONSTRUCTED IN ACCORDANCE WITH TORONTO HYDRO STANDARD DRAWING 31-1310.
 2. STRUCTURAL WORK AND DETAILS SHALL BE COMPLETED IN STRICT ACCORDANCE WITH THE LATEST EDITION OF CONSTRUCTION STANDARD BOOK FOR TORONTO HYDRO UNDERGROUND DISTRIBUTION.
 3. THE LOCATION OF POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES ARE NOT NECESSARILY SHOWN AS EXACT. THE ACCURACY AND POSITION OF ANY UTILITY AND STRUCTURE IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL CONFIRM THE EXACT LOCATION OF ALL UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.
 4. CONTRACTOR TO NOTIFY CONSULTANT OF ANY DISCREPANCIES, QUESTIONS AND MATTERS OF INSUFFICIENT INFORMATION PRIOR TO AND DURING CONSTRUCTION PRIOR TO CORRECTIVE ACTION.

Dec 22/10	ISSUED FOR UTILITY CIRCULATION	---
date	description	by appd.

drawn by	civil/electrical design	date yy/ mm/ dd
J.Elias - MMM	J.Elias - MMM	--/--/--
investment planning ID no.	civil/electrical approval	date yy/ mm/ dd
.	A.Sheridan - MMM	--/--/--
design project no.	assembled by	date yy/ mm/ dd
X10492	.	--/--/--
construction project no.	design supervisor	date yy/ mm/ dd
-	MARCO AL TOMARE	--/--/--
Scale: 1: 200	construction supervisor	date yy/ mm/ dd
	ENTERA	--/--/--

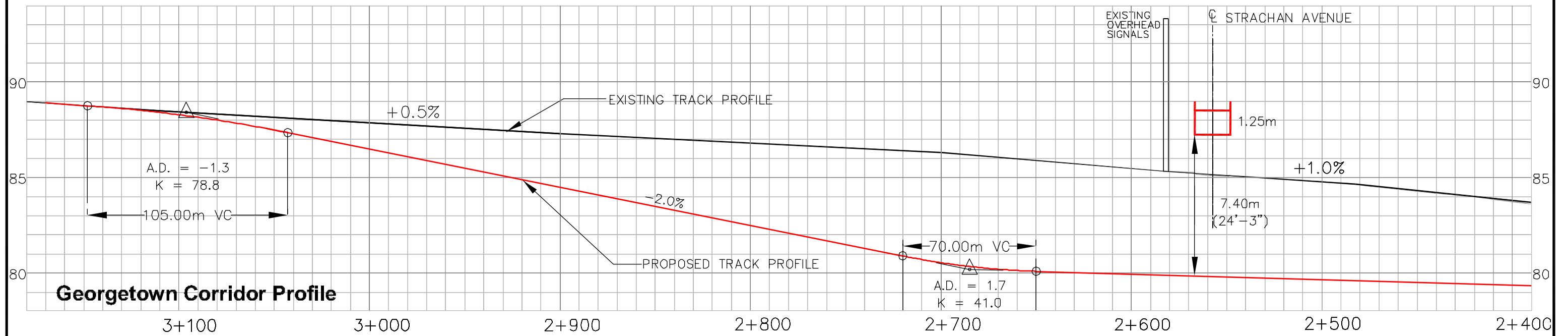
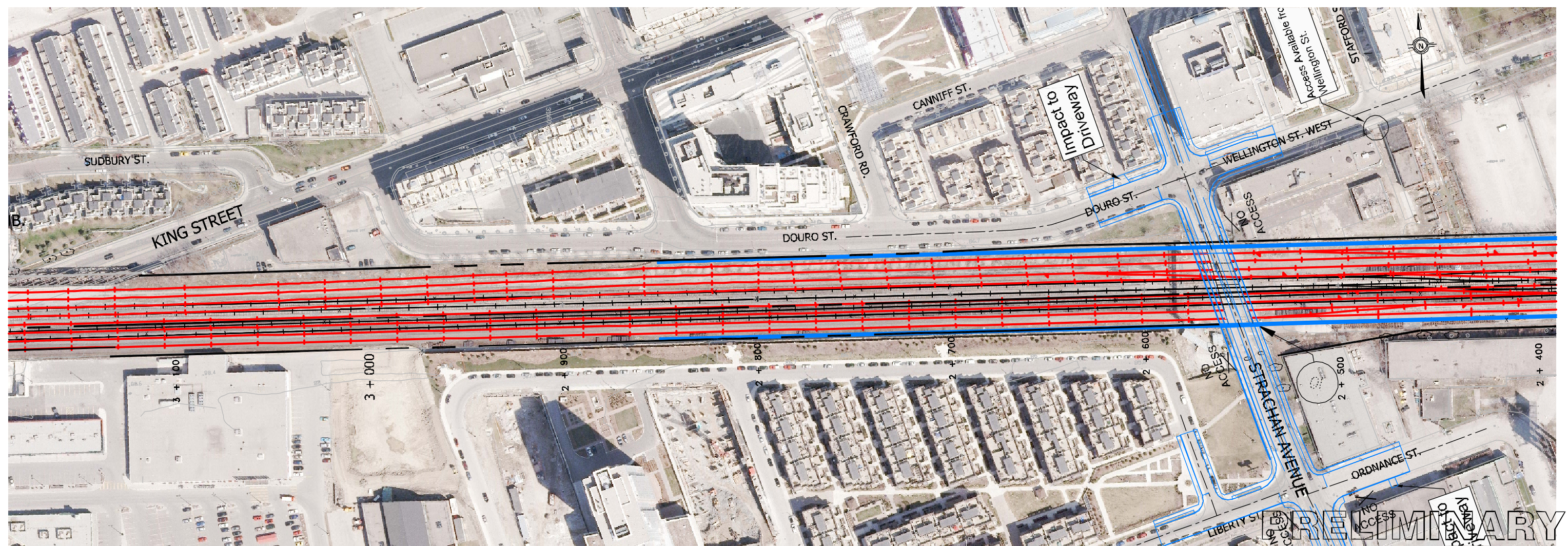
dwg. title:

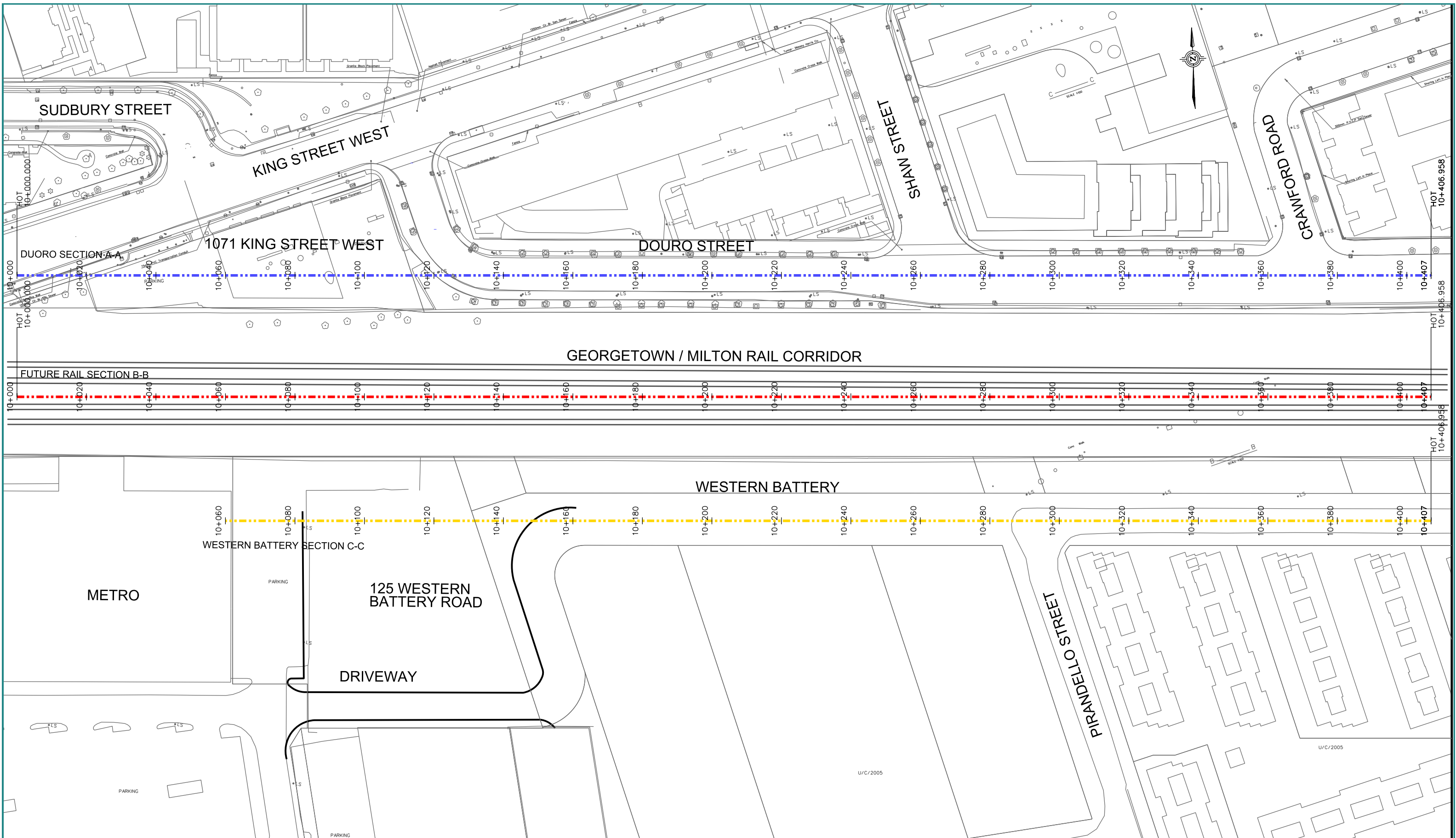
WESTERN BATTERY ROAD TO DOURO STREET RAIL CROSSING

dwg. no. X10492 rev. no. _____

CIVIL PLAN

FILE NAME: C:\DWG\1010070-111\Drawings\Western Battery Tunnel\Main\Plan\46 - R/W Crossg.dwg, 10/27/10





**KING LIBERTY PEDESTRIAN CYCLIST LINK EA
PROFILES**

(City of Toronto #: 9117-09-7075; URS #: 33016166)

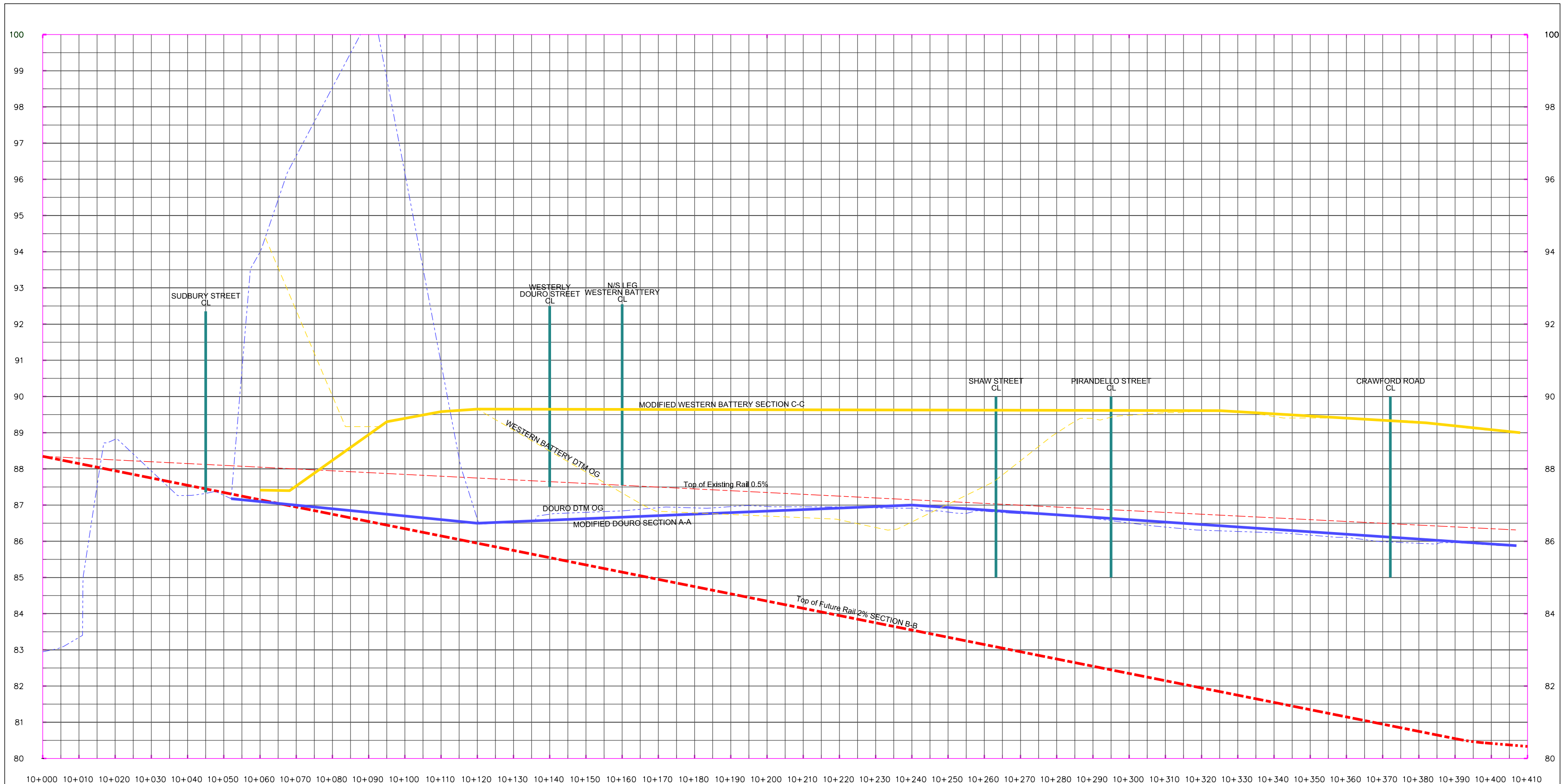
SCALE: 1:1000

DATE: JAN. 2011

DRAWN BY: E.C.

CHECKED BY: D.H. /K.P.





**KING LIBERTY PEDESTRIAN CYCLIST LINK EA
PROFILES**

(City of Toronto #: 9117-09-7075: URS #: 33016166)

SCALE: 1:100 V
1:1000 H
DATE: JAN. 2011

DRAWN BY: E.C.
CHECKED BY: D.H. /K.P.

