

## RAILWAYS

Since 2002, GeoTerre has provided geotechnical services to a significant number of railway projects, most of which include a combination of structures and track widening elements, including the following:

- **CN Rail, Bridge Replacement, M28.82 Bala Sub. (Bloomington Sideroad) (2012 to 2018)** Replacement of existing 2 span bridge with a new 3 span bridge to accommodate the proposed Bloomington Sideroad GO Station
- **CN Rail, Track Widening M22.2 (Elgin Mills Road) to M29.98 (Highway 404) (2011 to 2017)** Widening of the above noted limits to accommodate between 1 and 2 additional tracks. Works included widening through a 500 m long marsh with peat depths up to 9 m



- **Metrolinx, Outer Timber Trestle Replacement, M8.8 Bala Sub. (2014 to 2016)** Replacement of the existing outer trestles of the above bridge over the Don River
- **CN Rail, Bridge Widening, M22.5 Halton Sub., Georgetown (2008 to 2013)** Widening of an existing 8 span, 30 m high bridge over the Credit River.
- **VIA Rail New Passing Siding, M138.4 to 151.3 CN Kingston Subdivision, Gananoque, (2009 to 2010)** Widening of some 20 km of track, including 2 existing structures

- **Metrolinx/GO Transit, Davenport Diamond Grade Separation, Toronto (2008 to 2010)** Preliminary geotechnical investigation as part of feasibility study to separate this existing rail/rail diamond, including similar input to 3 associated new road overpass structures
- **CN Lakeshore West Corridor Expansion, Mississauga, Oakville and Burlington (2004 to 2009)** Widening of some 25 km of track including many high fill and cut embankments and some 10 existing structures
- **CN Halton Corridor Expansion, Brampton (2007 and 2008)** Widening of some 13 km of track including widening of 3 existing structures and a grade separation structure on Dixie Road

