



INVESTING
IN TRANSIT FOR TOMORROW

Refurbishment of Lionel-Groulx sectoral electrical substation

You are invited to take part in a public consultation about the refurbishment of Lionel-Groulx sectoral electrical substation, located behind the entrance building to its namesake station. The refurbish is necessary to ensure the longevity of the métro network's power supply system, as existing equipment has reached the end of their useful life. Specifically, the project involves the construction of a new building, at the same location where Lionel-Groulx garage stands today, between Greene Avenue and Rose-de-Lima.

What is a sectoral electrical substation?

A sectoral electrical substation houses all the equipment needed to distribute electrical power to the métro system. There are seven such stations located throughout STM's métro network.

Why is it necessary to carry out this work?

The existing sectoral electrical substation was built in 1978. The equipment it holds has reached the end of their service life and, as such, must be replaced.

What is the timeframe for this project?

Work is scheduled to take from summer 2019 to winter 2022.

Why is it necessary to build this new station?

Refurbishing a sectoral electrical substation presents a specific challenge, as the power supply to the métro cannot be interrupted while work is underway. Indeed, equipment must remain in operation to keep the metro running. For this reason, it is necessary for us to build a new sectoral electrical substation and transfer the electrical loads from the old sectoral electrical substation to the new one without disrupting métro service.

To lessen the impact caused by the construction of this new building, the latter will go up where the Lionel-Groulx garage currently sits, between Greene Avenue and Rose-de-Lima.



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Refurbishing the sectoral electrical substation calls for the following work:

- Demolition of the existing garage
- Construction of a new building to house the garage and new electrical equipment
- Construction of underground ducts below Greene Avenue

Furthermore, other related work will be needed to ensure the longevity of underground infrastructure:

- Replacement of a waterproofing membrane to protect against water infiltrations between the station's main entryway and the garage.

Lastly, all landscaping in the work zone will be entirely rehabilitated once work is completed.

Will Lionel-Groulx station remain open during this time?

Yes, access to the station and métro service are maintained at all time.

Which mitigation measures will be deployed?

- We will ensure that mitigation measures are enacted to lessen the impact of work on the neighbourhood, like monitoring noise levels, water spraying to prevent dust dispersal during the demolition and excavation phases, and requiring truck washing stations.
- A communication plan consisting of various communication tools will keep nearby residents and customers informed throughout.
- A traffic plan for pedestrians, cyclists, motorists and trucks will be implemented to keep traffic moving smoothly in the sector.

Will there be any impact for cyclists while work is underway?

Yes. Because of how the work site is laid out, the bicycle path will be relocated while work is underway.

Once built, will the station be a nuisance for residents?

No. All ventilators and electrical equipment have very efficient sound-dampeners. Once they are operational, their noise level will comply with municipal regulations as it will not be louder than the existing sectoral electrical substation. In fact, that noise level is so low that it cannot be heard above normal conversation or even the sector's ambient noise.



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Who is paying for this work?

This work is made possible through funding from the Ministry of Transport, Sustainable Mobility and Transportation Electrification.