



QEW UNDERPASS – MISSISSAUGA, CANADA – 2022

CLIENT
 MOBILINX

PROJECT NAME
 QEW UNDERPASS FOR THE HURONTARIO LRT
 (HAZEL MCCALLION LINE) IN MISSISSAUGA

YEAR
 2022

LOCATION
 MISSISSAUGA, CANADA

DESCRIPTION:
 Box Jacking operation of a 5020-ton concrete box in just 55 hours below the QEW in Mississauga, Canada. The “push box” was jacked with the open pit methodology using hydraulic jacks. The box was installed to form the new QEW underpass for the Hurontario light rail transit (LRT) line that will run from south Mississauga to Brampton.

- LAUNCH TYPE
- Open pit
 - Partial diversion
 - Tunnel
 - Temporary bridges

TRAVEL DISTANCE
 44.00 m - 144' 4"

JACKING AVG. PRODUCTION
 1,5 m/h

BOX SIZE

- Base: 17.50 m - 57' 4"
- Height: 7.50 m - 24' 7"
- Length: 53.50 m - 175' 6"

BOX WEIGHT
 5020 ton - 11067 Kips

SHUTDOWN DURATION
 55 hours (box jacking duration 30 hours)

- EXCAVATION TYPOLOGY
- from the inside
 - from the outside

DRAWINGS

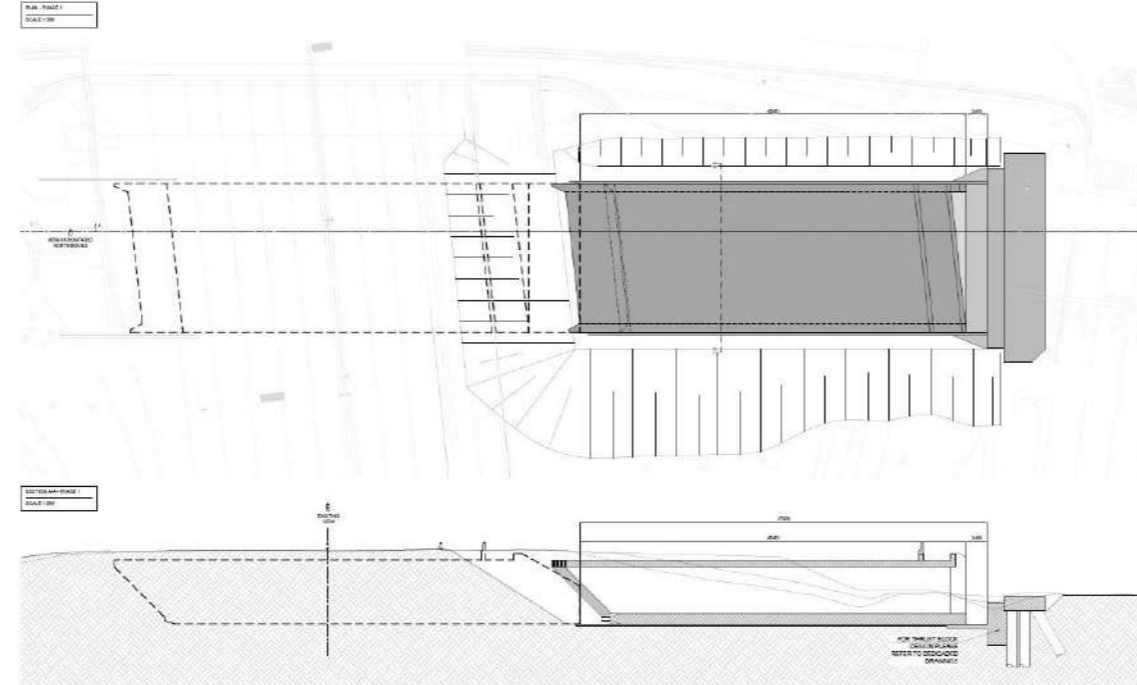


Figure 1 - Project plan

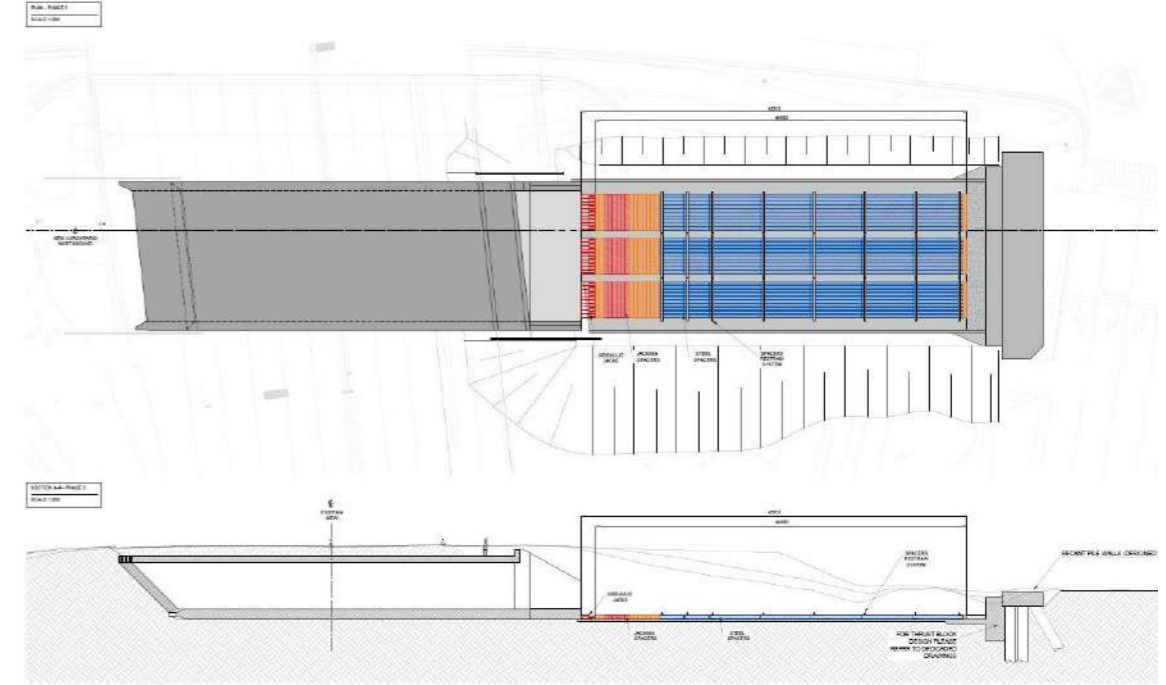


Figure 2 - Project phases

PICTURES



Figure 3 - Beginning of Box Jacking



Figure 4 - Box Jacking with jacks and spacers



QEW UNDERPASS – MISSISSAUGA, CANADA – 2022

CLIENT
MOBILINX

PROJECT NAME
QEW UNDERPASS FOR THE HURONTARIO LRT
(HAZEL MCCALLION LINE) IN MISSISSAUGA

YEAR
2022

LOCATION
MISSISSAUGA, CANADA

DESCRIPTION:
Box Jacking operation of a 5020-ton concrete box in just 55 hours below the QEW in Mississauga, Canada. The “push box” was jacked with the open pit methodology using hydraulic jacks. The box was installed to form the new QEW underpass for the Hurontario light rail transit (LRT) line that will run from south Mississauga to Brampton.

LAUNCH TYPE
 Open pit
 Partial diversion
 Tunnel
 Temporary bridges

TRAVEL DISTANCE
44.00 m - 144' 4"

JACKING AVG. PRODUCTION
1,5 m/h

BOX SIZE
- Base: 17.50 m - 57' 4"
- Height: 7.50 m - 24' 7"
- Length: 53.50 m - 175' 6"

BOX WEIGHT
5020 ton - 11067 Kips

SHUTDOWN DURATION
55 hours (box jacking duration 30 hours)

EXCAVATION TYPOLOGY
 from the inside
 from the outside

PICTURES



Figure 5 – Open pit box jacking and temporary road closure



Figure 6 – Excavation from the outside



Figure 7 – Jacking columns at the end of the push



Figure 8 – Mobilinx and Petrucco teams at the end of the push