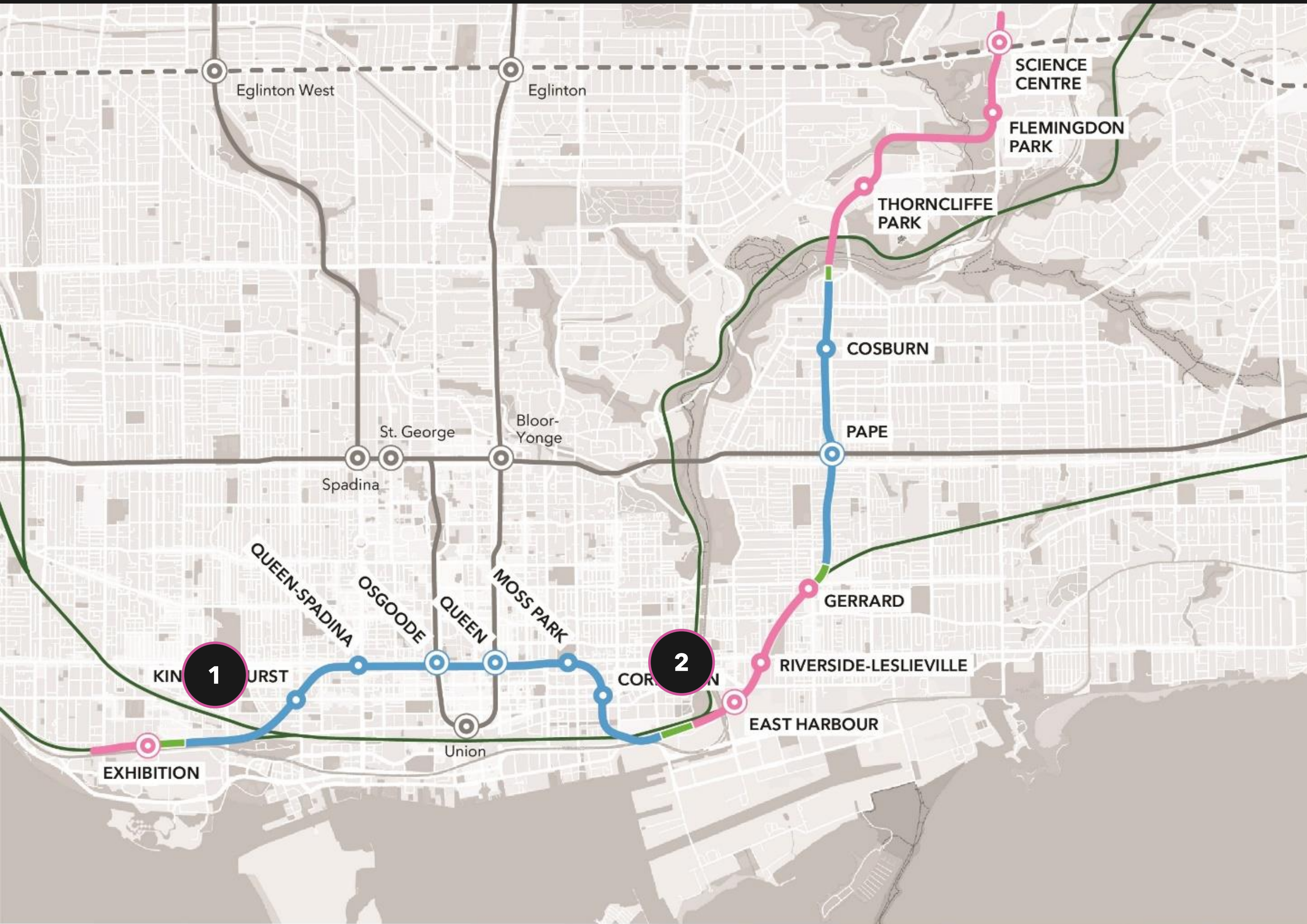
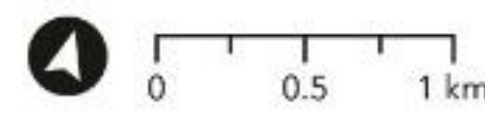


Ontario Line Subway



— At Grade / Elevated
  Station
 — Existing GO Rail
 - - - Future Line 5 Eglinton
— Tunnelled
  Interchange Station
— Tunnel Portal
— Existing Subway

 0 0.5 1 km


1 **South Alignment of Ontario Line**
 (Exhibition to Corktown/
 Don Yard)

2 **North Alignment of Ontario Line**
 (East Harbour to Science Centre)



15.6 kilometres long



15 stations



As frequent as every 90 seconds during rush hour



227,500 more people within walking distance to transit



388,000 daily boardings



40+ connections to other transit options



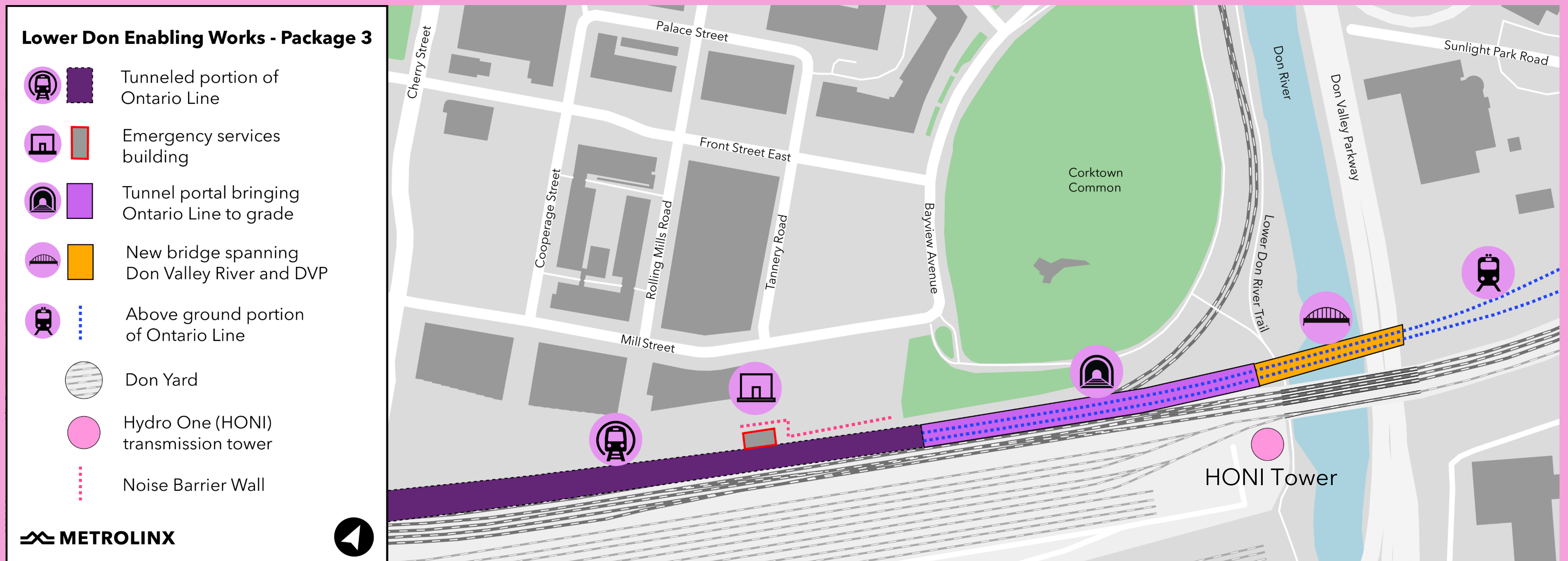
Up to 47,000 more jobs accessible in 45 minutes or less, on average



28,000 cars off the road each day

Ontario Line: Lower Don Bridge and Don Yard Project Overview

- Construction of a new bridge, spanning 120 meters long, dedicated to the Ontario Line tracks passing over the Don Valley Parkway (DVP) and Don River
- Building a cut-and-cover tunnel and portal behind Corktown Common where the Ontario Line will transition from underground to above-ground
- New emergency services building, noise wall, and Hydro One (HONI) transmission tower
- Project construction is anticipated to continue through 2028



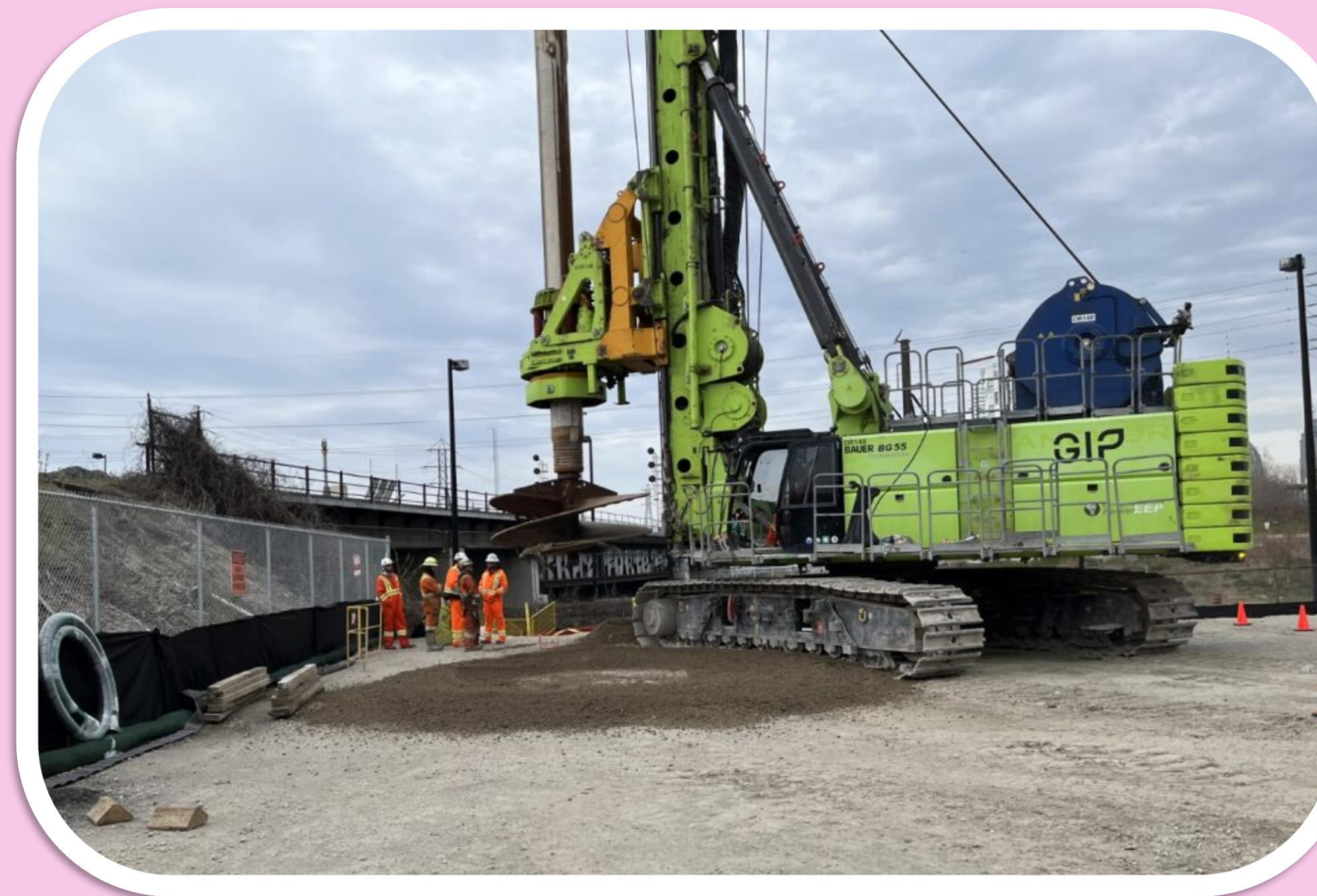
Future Metrolinx Infrastructure near the Lower Don



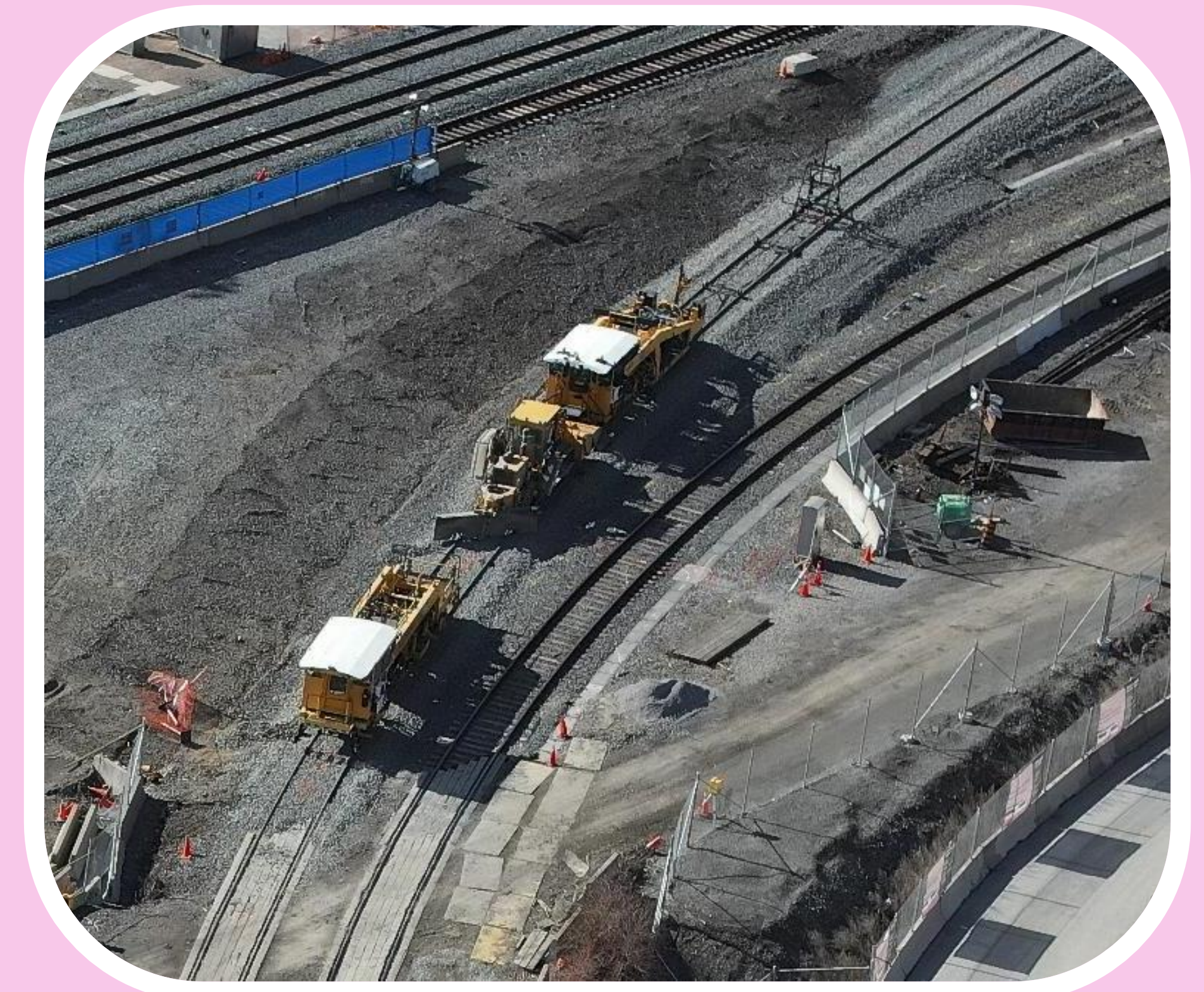
Ongoing Works



Starting permanent works for the bridge abutment east of the Don Valley Parkway. The east abutment is a concrete structure **15.7m** long x **3.15m** wide x **3.5m** tall



Construction of two caissons drilled into bedrock which will support the bridge abutment west of the Don Valley Parkway.



Removal of **1300m** of old rail tracks and installing **1200m** of new tracks

Construction Lookahead

June 2024

Track removals and utility relocations will continue to make space for the new bridge and subway portal



Drilling of the east bridge abutment

Site trailers and environmental control measures will be installed

Bridge construction (drilling) will start west of the Don Valley Parkway (DVP)

July 2024

Track removals will finish



Track removal work in the rail corridor

Drill rigs and large equipment will mobilize to the site to prepare for portal and tunnel construction

The bridge abutment east of the DVP will be completed

Concrete works for the west bridge abutment will begin

August 2024

Crews will start shoring works (drilling concrete and steel piles) to support tunnel excavation



Rendering of tunnel excavation

A temporary support structure (trestle) will be installed to allow bridge construction over the DVP

September 2024

Excavation of the tunnel will begin



Rendering of new Ontario Line bridge

Construction of the bridge abutment west of the DVP will be completed

Grading and levelling of the site will take place to prepare for installation of a new Hydro One (HONI) monopole

Bridge Overview

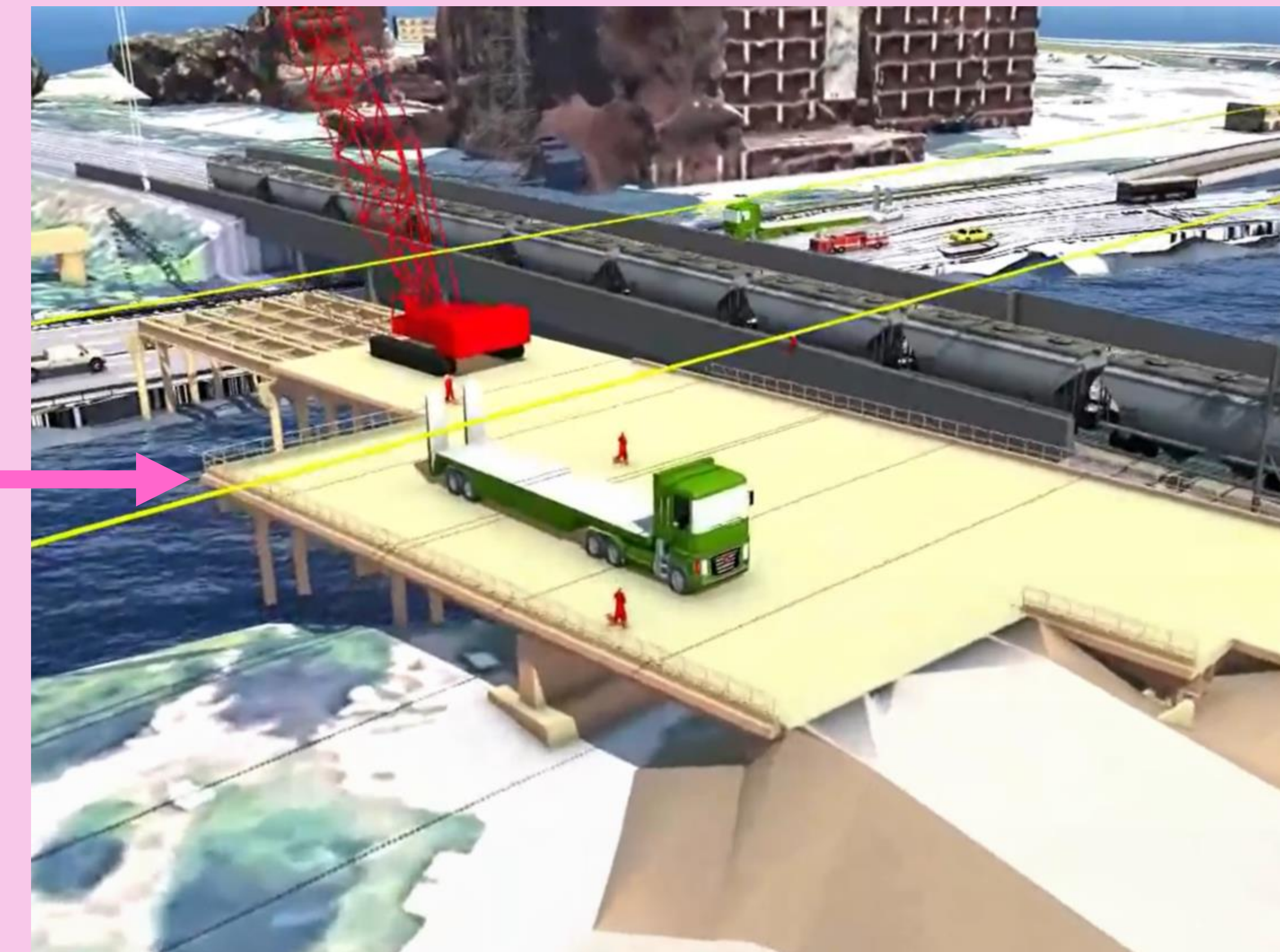


Bridge deck: The deck is the surface of the bridge that sits on top of the abutments. The new Ontario Line subway will travel on top of the bridge deck.

Superstructure: The superstructure holds up and stabilizes the deck - it will support the weight of the trains that will pass over the bridge. The superstructure will be installed in two pieces over DVP.

Abutments: The abutments are the structures at either side of the bridge, that support the weight of the bridge from the ground. Abutments will be the first parts of the bridge that are built west and east of the DVP. The east abutment is currently under construction.

Trestle: The trestle is a temporary structure that will be built in the Don River to provide construction crews access to build the permanent bridge. In-water trestle works will take place during certain time periods to mitigate environmental disruption, specifically to fish habitat.



Bridge Construction Lookahead



- **Present - July 2024:** East abutment construction.
- **August 2024 - October 2024:** West abutment construction.
- **August 2024 - October 2025:** Build the temporary structure (trestle) required to support construction of the new bridge.
- **November 2025:** Begin work on the permanent bridge (superstructure).
- **January 2026:** Half of the bridge is built over the Don River and slid into place across the Don Valley Parkway.
- **February 2026 - May 2026:** Construction of the remaining half of the bridge.
- **Summer 2026:** Temporary structures will be removed.
- **Summer 2027:** Bridge lighting, façade, and additional detailing will be installed.

Portal and Tunnel Construction Lookahead

Present - Fall 2024

Track removals

Cutting and removing existing train tracks to make space for the future Ontario Line portal and tunnel.

Fall 2024 - Summer 2025

Shoring and excavation

Steel and concrete will be installed to support the excavation of the tunnel and portal - this process is called shoring. Excavators will dig as deep as 22 meters to create a long and narrow hole where the new tunnel will be built.

Summer 2025 - Spring 2026

Permanent works

Excavation of the tunnel will finish. Waterproofing, rebar installations, and concrete pours will take place to form the permanent structure of the tunnel. Once the tunnel is completed, new Ontario Line tracks will be installed on top.

Spring 2026 - Summer 2028

Portal construction

Construction of the remaining section of the portal near the Don Valley Parkway.

Excavation will take place in stages progressing from Cherry Street towards the Don Valley Parkway.



Rendering of tunnel excavation - the bays represent the various work zones.

What to Expect

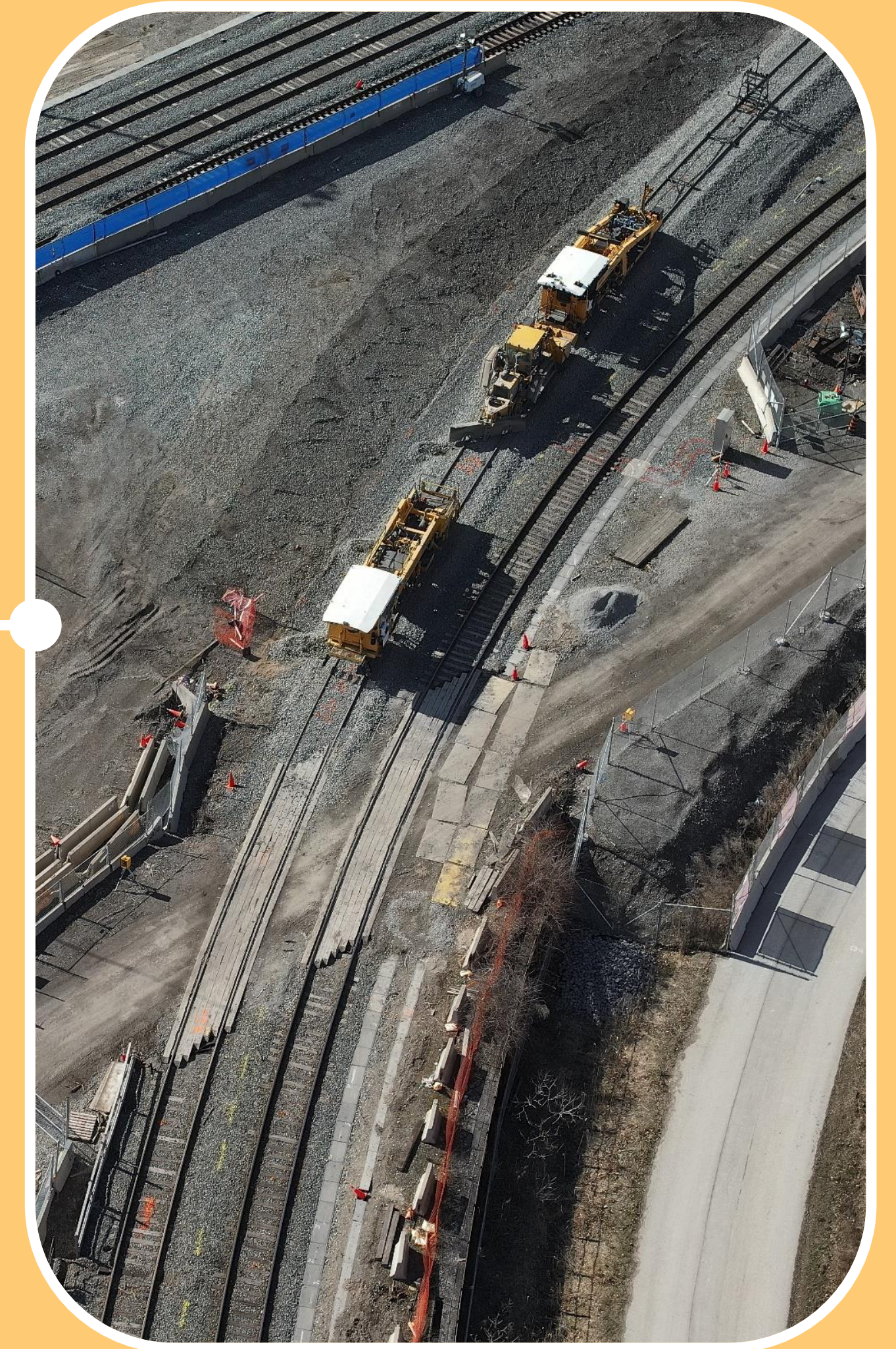
Drill for Ground Improvement Works

These drilling tools are used to support or enable specific tasks related to GIMP (Ground Improvement) works. This equipment accurately measure vibrations during construction activities to ensure proper levels are maintained.



Rail Maintenance Equipment

Tracks continue to be removed in sections and disassembled at an off-site location in the Port Lands during the day. The track stabilizers seen in this photo are used to ensure new tracks are level and secure.

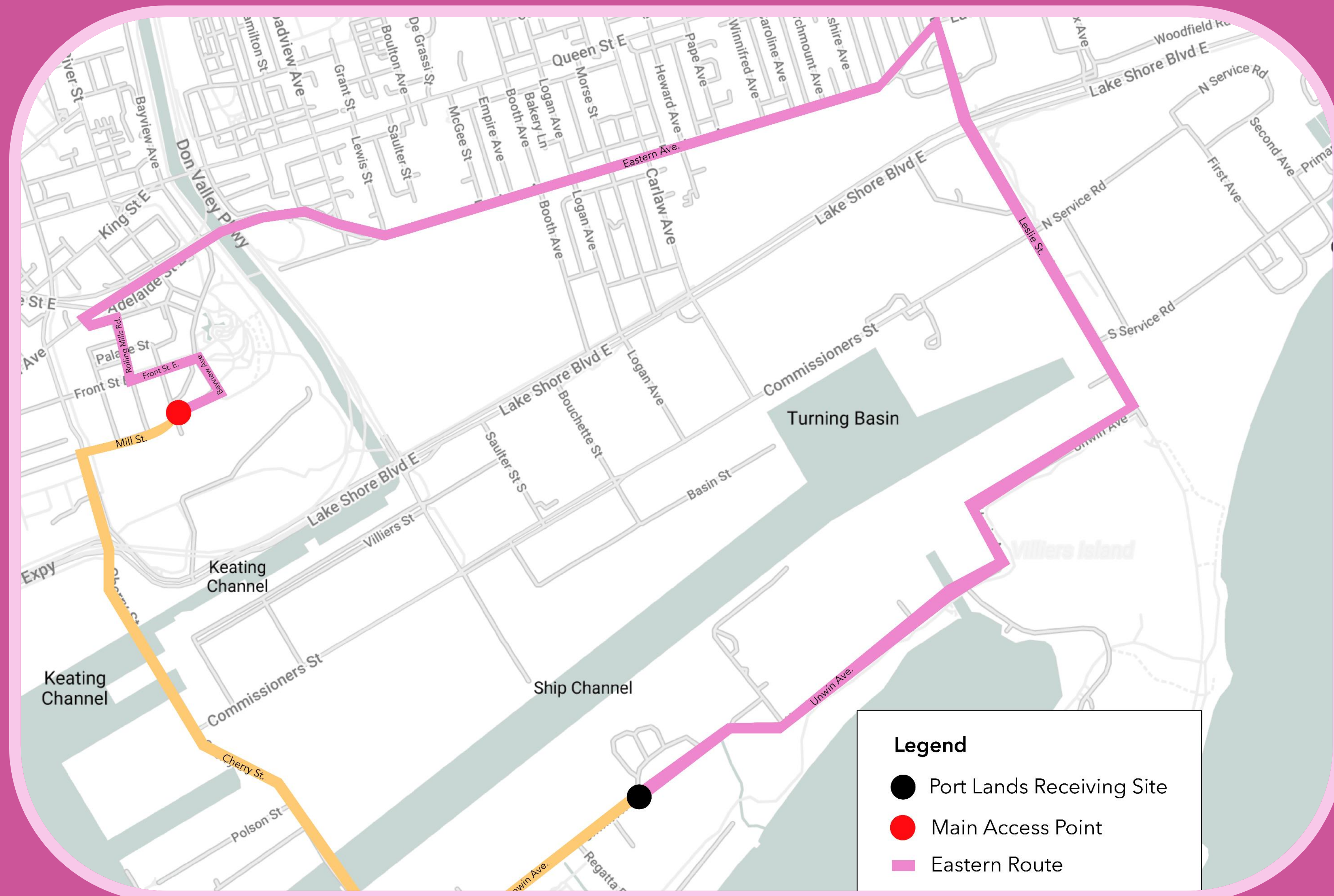


Drill Rig

These machines drill deep holes in the ground that are then filled with rebar and concrete to support structures. Drill rigs will be used to build the foundation for the bridge abutments and support the excavation of the tunnel and portal. The bridge works are being completed with a BG55 (one of the largest caisson drill rigs in Canada)



Site Access and Traffic Management



Haul Routes:

- The Don Yard's main access point is located just east of Mill Street and Tannery Road
- Materials are being transported and removed from the Don Yard using the haul routes shown in this map
- There are two main haul routes from the east and west side of the Don Valley Parkway
- Ten dump trucks are expected to leave the site every hour to remove materials during tunnel and portal construction

Traffic and pedestrian management:

Several measures will be taken to ensure public safety and mitigate traffic and pedestrian disruption throughout construction:

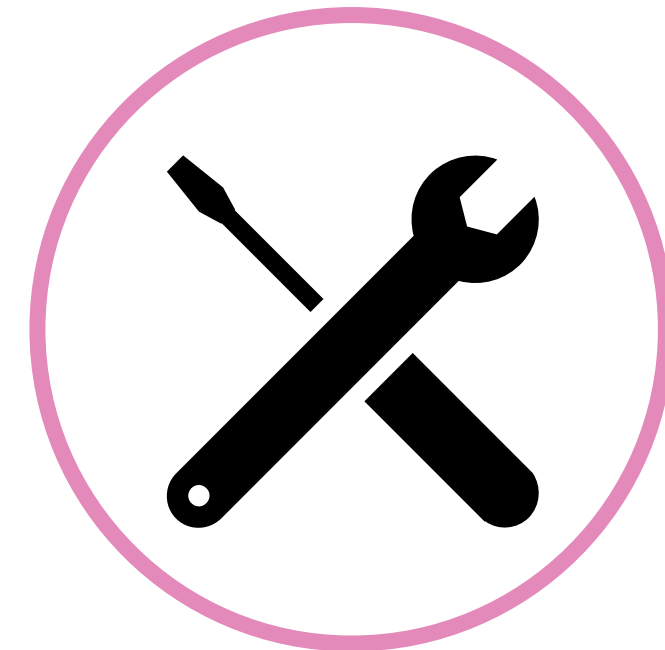
- **Security:** Monitoring site access with traffic control personnel and ensuring gates are closed at all times.
- **Maintenance:** Regular street sweeping, clearing debris from access roads, and cleaning vehicle tires at wheel washing stations.
- **Enforcement:** Communicate to crews on the importance of keeping roads clean.
- **Regular inspections:** Frequently inspect the effectiveness of debris control measures and adjusting where needed.
- **Signage and barriers:** Installing proper wayfinding signs and traffic barriers.
- **Stakeholder coordination:** Coordinating with local stakeholders to avoid traffic and pedestrian closures during public events
- **Hauling routes/schedule:** Using main streets for hauling and scheduling deliveries/hauling during non-peak hours where possible
- **Accessibility:** Making sure streets and sidewalks are always accessible (installing ramps etc.)

Construction Mitigations



Noise Barriers

Where possible, temporary barriers surround loud equipment to reduce noise.



Advance Notice

Providing notice ahead of construction to give local stakeholders the opportunity to ask questions and plan for the work.



Site Maintenance

Keeping the site clean and tidy to support the positive appearance of the neighbourhood.



Noise and Vibration Monitors

Located throughout the work areas, these monitors measure noise and vibration to make sure proper levels are maintained.



Hoarding and Signage

Hoarding provides a protective barrier between the construction site and the public. Signage informs of ongoing and upcoming work, as well as way-finding (as needed).



24-Hour Support

Providing a 24-hour call number to address complaints and issues.



Mindful Work Schedules

Work is scheduled to consider community needs, other major projects, and neighbourhood events.



Good Neighbor Approach

Making sure project staff are considerate of the community during construction. This includes shopping local and parking only in designated locations.

Ontario Line

Welcome to the Don Yard Community Open House

Learn more about the Ontario Line and construction activities taking place in your community

QUESTIONS? COMMENTS? Please post it here!

A large, empty rounded rectangular box intended for users to post questions and comments.

STAY CONNECTED



416-202-5100 (available 24/7)



Project Website
www.metrolinx.com/



Project Email
OntarioLine@metrolinx.com



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