



Ontario Line

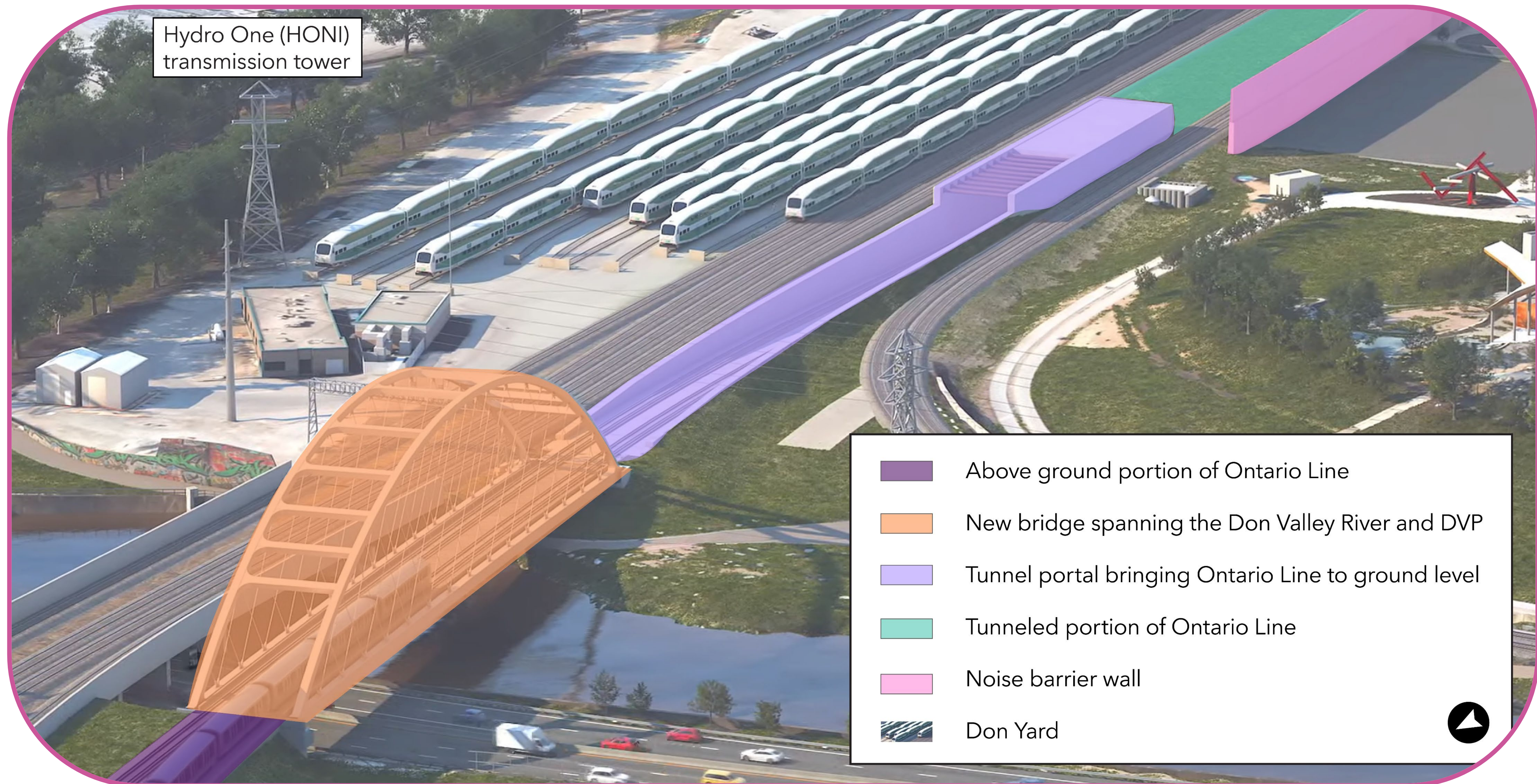
# Welcome to the Don Yard Community Open House

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

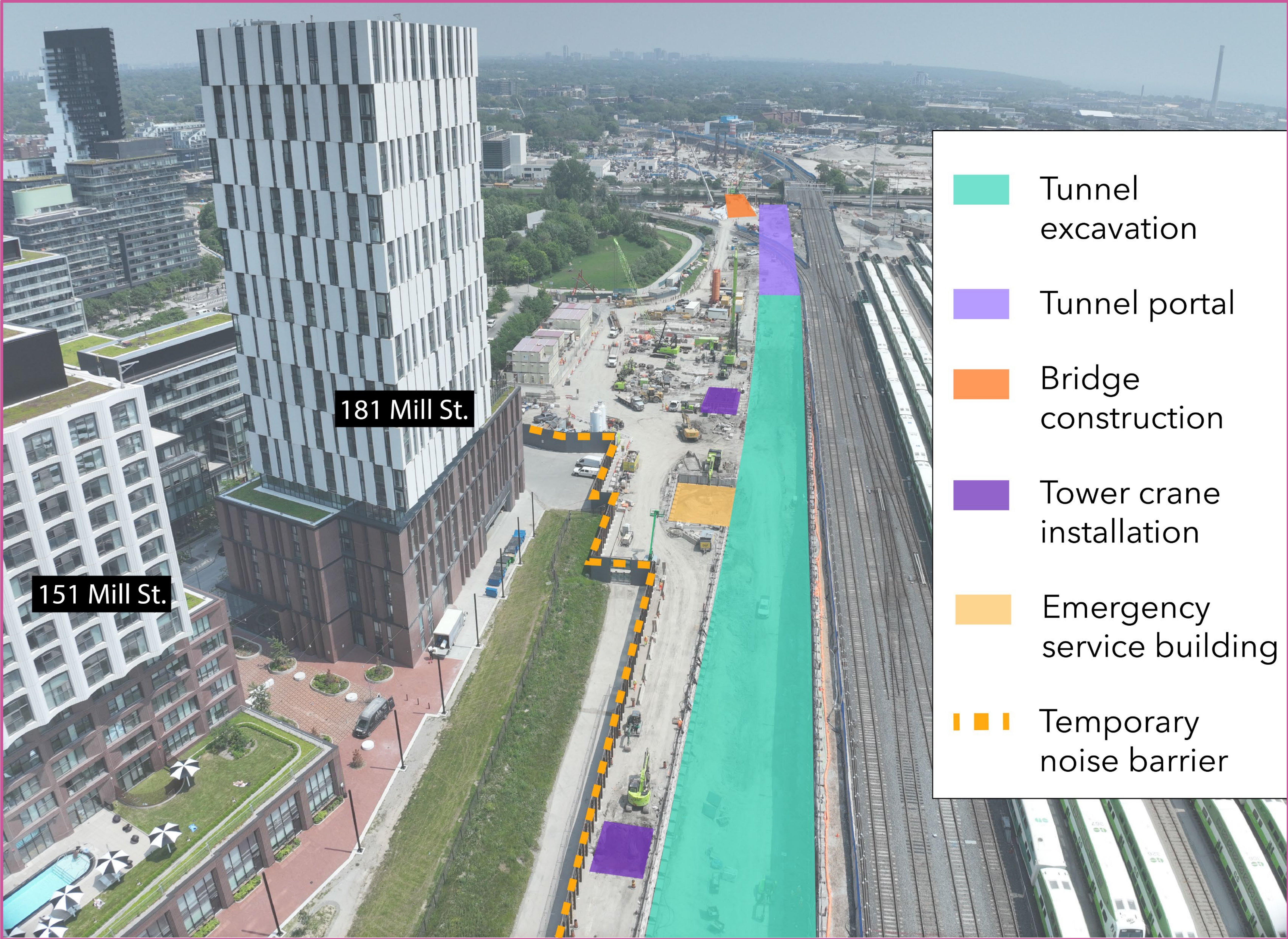


# Don Yard Project Overview

- 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









# Seasonal Construction Lookahead

## Summer

- **Excavation and shoring** continues
- **Concrete pouring for cut-and-cover tunnel** base slabs and walls
- Construction of the **south trestle within the Don River**
- Installing **one tower crane**

Temporary bridge trestle construction



## Fall

- Start **installing structural steel for the bridge trestle** over Don Valley Parkway (DVP)
- **Permanent bridge** work begins
- Install **two tower cranes**
- Continue **excavating the tunnel**

Progress of the cut-and-cover tunnel



## Winter (into 2026)

- **Complete excavation** work for the cut-and-cover tunnel
- Ongoing **structural steel installations** for the permanent bridge (DVP closures)
- Start **concrete work for the emergency service building**

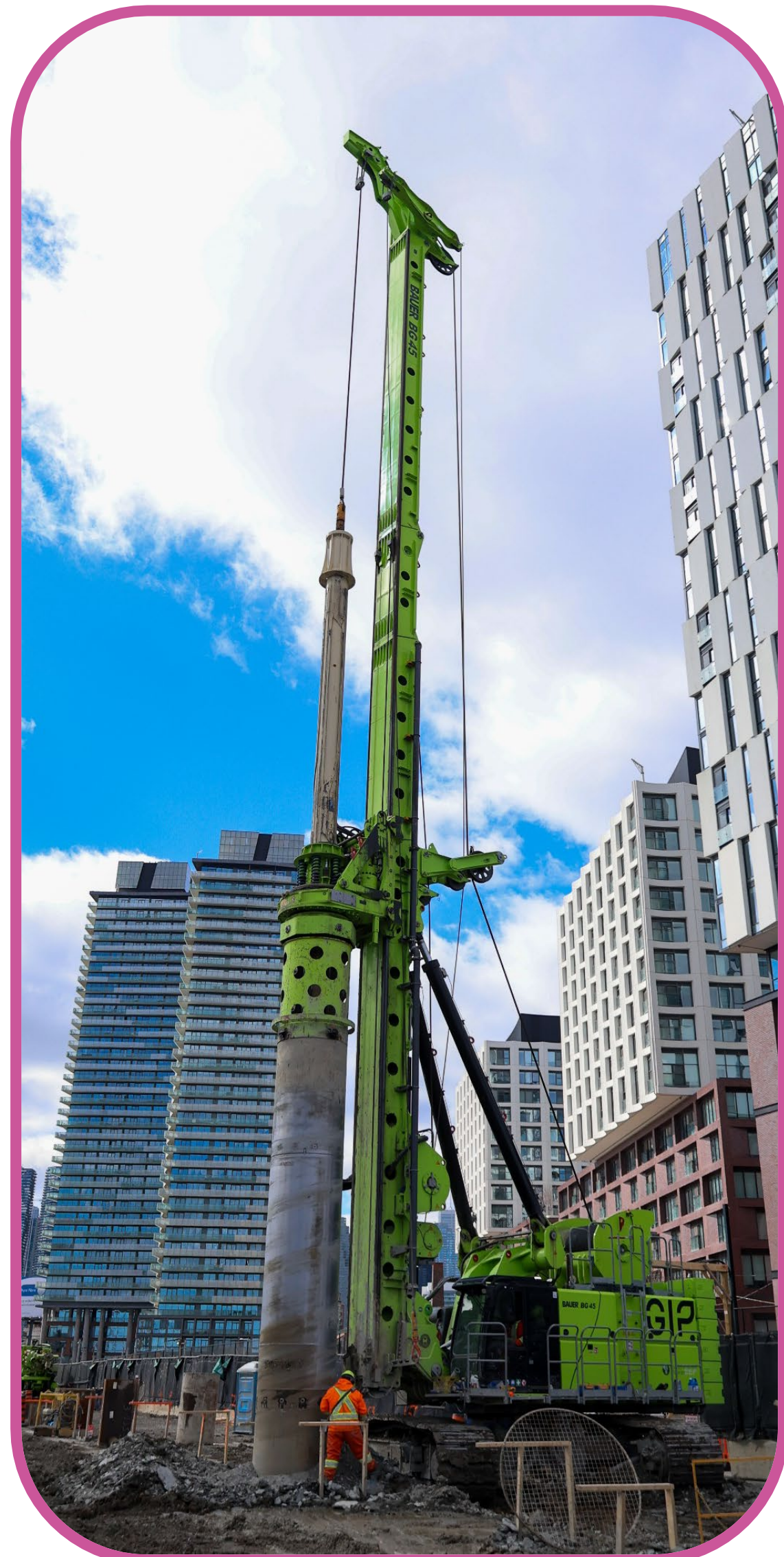
Bridge Render





# Ongoing Works

Installed  
**882**  
piles for the  
tunnel and  
headwall



Drilled  
**400**  
tiebacks



Excavated  
more than  
**50,000m<sup>3</sup>**  
of material



Started building a  
temporary bridge  
structure (trestle) to  
support  
construction of the  
new permanent  
bridge



# Bridge Overview



Bridge  
construction  
progress



## What's Happening Now

### Bridge Trestle Construction

- The north trestle is complete.
- Construction of the south trestle continues in the Don River until September.
- Support towers are being installed at both end of the bridges (east and west abutment).

## What's Coming Up

### Fall 2025 to Spring 2026

#### Structural Steel Installations

- **Sept. to Oct. 2025:** Structural steel installations for the trestle over the DVP.
- **Nov. 2026 to Spring 2026:** Pieces of the permanent bridge arrive and are assembled.
- **Jan. 2026:** The east half of the bridge is pushed over the DVP and secured (weekend DVP closure).



# Portal and Tunnel Overview

## Current Work

### Shoring and Excavation

- Steel rods (tiebacks) and concrete are being installed to support the sides of the excavation for the tunnel and portal – this process is called shoring.
- Right now, tunnel excavation is up to 12 metres deep.
- Excavators will dig as low as 22 meters to make space for the tunnel.

### What's Coming Up Starting 2026 to 2028

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



Excavation



Truck loading



Current progress of the portal and tunnel



# What to Expect

## Tieback Drilling

Tiebacks are steel rods that are drilled into the ground to support the sides of an excavation. The steel rods hold back the ground behind the concrete piles to make the excavation stable. After a tieback is drilled, it is then covered in concrete and stressed to ensure its stability.



## Piling Rig

Piling refers to the process drilling reinforced concrete columns into the ground to stabilize and support structures. In the Don Yard, the piles overlap with each other to create a concrete wall that supports the tunnel excavation.

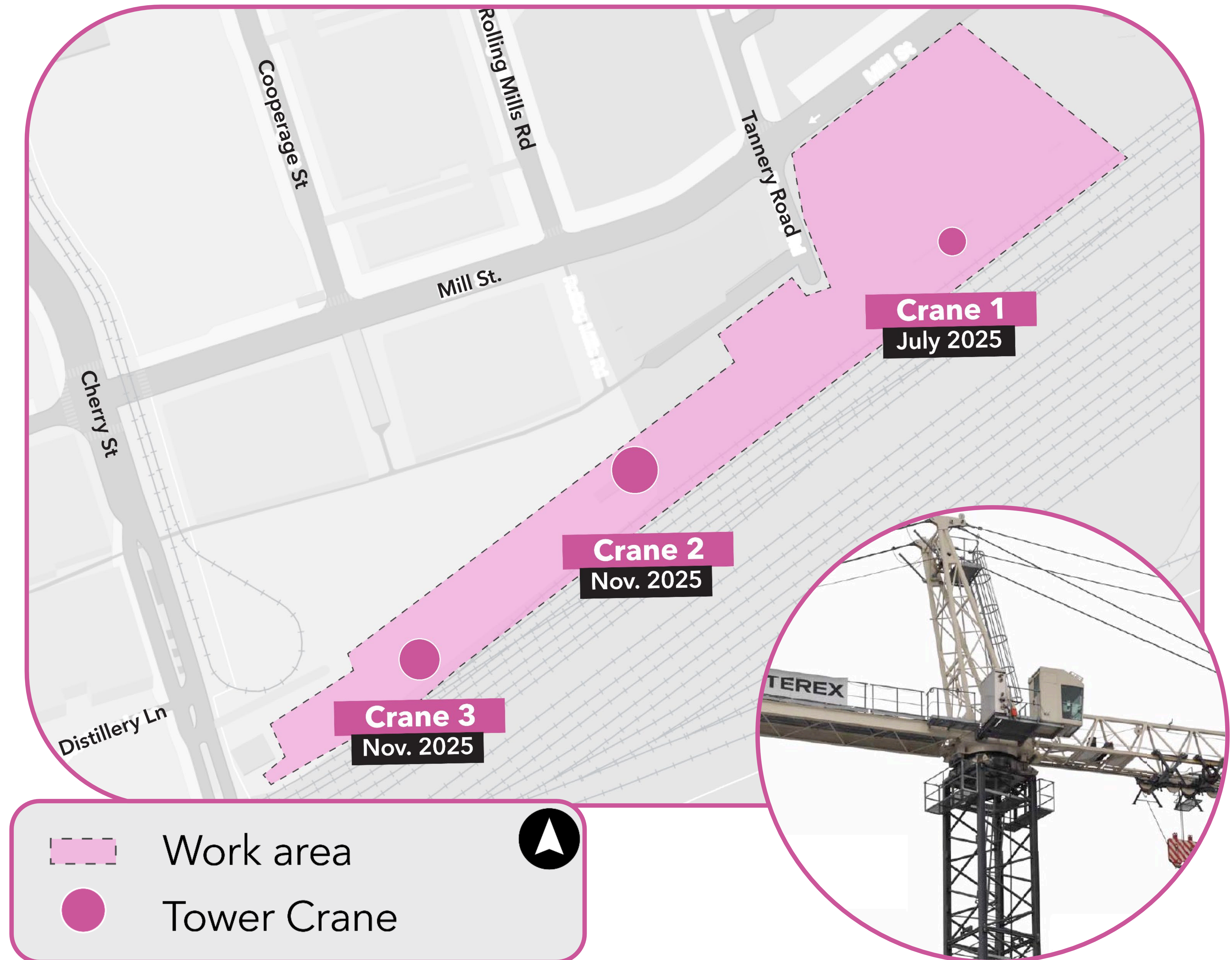




# Upcoming Tower Crane Installation

## From July to November 2025

- Tower cranes will support construction of the tunnel, portal, and emergency exit building.
- The cranes will be used to lift rebar, formwork, and other materials into various work areas.
- All lifting will take place within the site and there will be no impacts to traffic or pedestrians.
- Early morning and evening work will be required to install the cranes.





# Truck Safety Plan

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## Truck Safety Plan Objectives

To ensure the safe and efficient movement of construction traffic Metrolinx developed the Truck Safety Plan (TSP) to provide clear targets that guide every decision and action. The following objectives form the foundation of the plan.

- 1. Prioritize public safety**
- 2. Minimize community impacts**
- 3. Ensure regulatory compliance**
- 4. Support operational efficiency**
- 5. Promote transparency and accountability**

Key considerations used for the selection of truck routes include: Regulatory compliance, road suitability and traffic operations, Community impacts and route Flexibility.

When it is not feasible to conform completely to key considerations, mitigations reduce community disturbances. These mitigations include, traffic control measures, driver awareness and education, noise and emissions reduction, time of day restrictions, staging and holding areas, targeted enforcement.

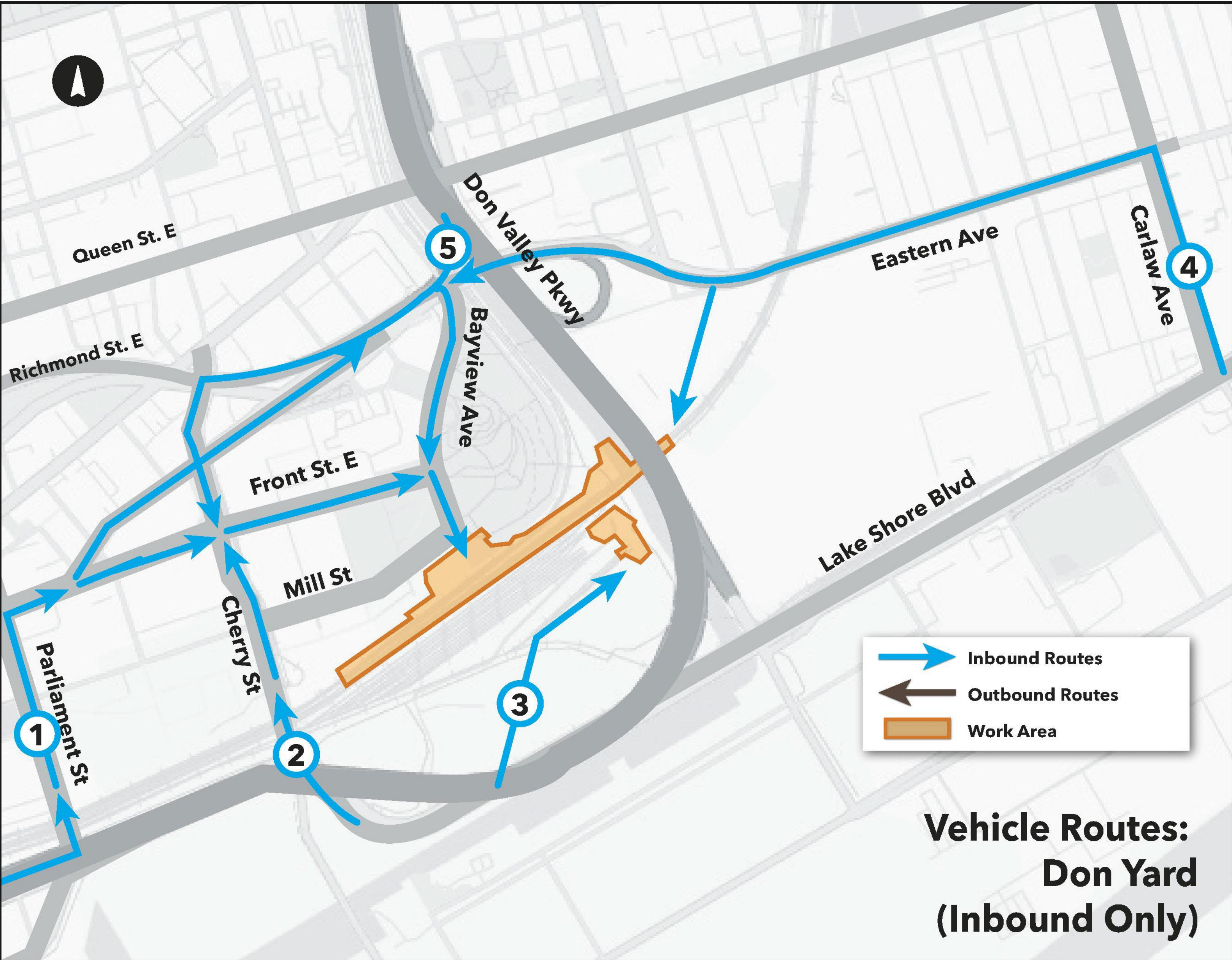
## For more information

Please visit the Metrolinx website [here](#), for our Truck Safety Plan frequently asked questions. If you have any questions or concerns regarding truck routes, please call our 24-hour hotline at 416-202-5100 or email us at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)





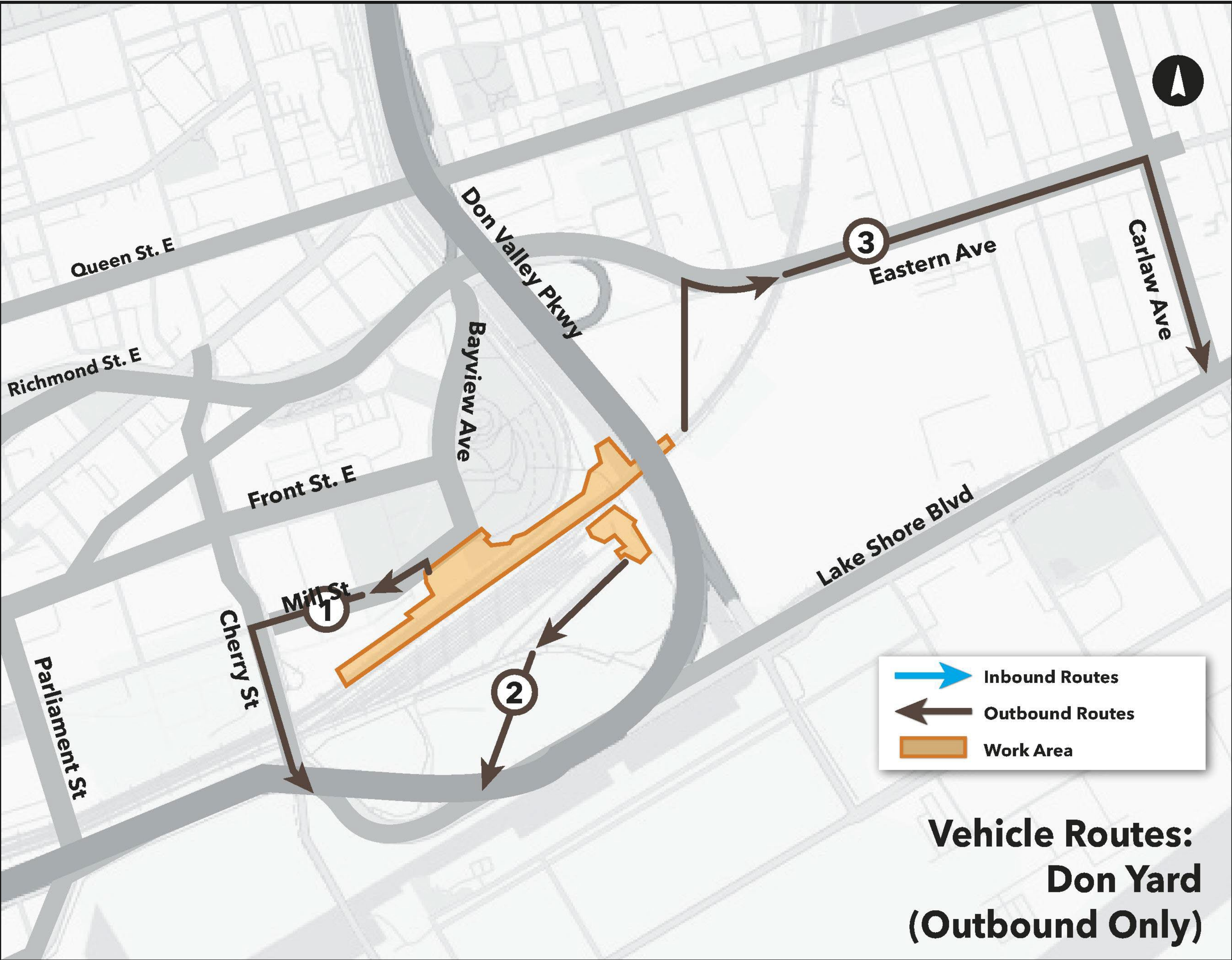
# Truck Haul Routes



- 1 Lake Shore east to Parliament, north to Front, east to Front/Eastern/Bayview, to site
- 2 Lake Shore to Cherry, north to Front, east to Bayview, south to site
- 3 Lake Shore to access road, north to site

- 4 Lake Shore to Carlaw, north to Eastern, west to access road or west to Bayview or Cherry, south to site
- 5 DVP to Bayview, south to site or west on Richmond to Cherry, south to Front, east to Bayview, south to site

Peak Average Daily Truck Count: 187



- 1 Site to Mill St., west to Cherry St, south to Lake Shore Blvd. E.
- 2 Site to Lake Shore Blvd. E.
- 3 Site to Broadview Ave, north to Eastern Ave, east to Carlaw Ave, south to Lakeshore Blvd. E.

Peak Average Daily Truck Count: 187



# Don Yard Community Mitigation Measures

Metrolinx and the Contractor (KO Constructors) are consistently monitoring work activities and developing new mitigations to minimize community impacts. In the Don Yard, innovative tools have implemented to manage and mitigate disruption, specifically noise and dust

Mitigation measures in the Don Yard include:

- Industry-leading truck wash station
- Auger cleaning device
- Continuous street sweeping
- Wetting down excavated material
- Boot-wash station
- Five-metre-tall solid noise barrier wall

**Noise Barrier**



**Street Sweeper**



**Auger Cleaner**



**Boot Wash Station**



**Truck Wash Station**





# QUESTIONS? COMMENTS? Please post it here!

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## STAY CONNECTED

