



Single-Trip Permit Reviews 101

What are Single-Trip Permit reviews?

Within Toronto, transporters must obtain a Single-Trip Permit from the City of Toronto for overweight, overheight, or oversized vehicles. Trips along or crossing a Metrolinx Rapid Transit corridor require review and approval from Metrolinx before the City issues you the permit.

Who is ACR?

The Adjacent Construction Review (ACR) team at Metrolinx provides a unified point of contact responsible for protecting Metrolinx's interests through the identification and management of external risks posed by adjacent third-party works next to Metrolinx Rail Corridors and Provincial Transit Projects.



Scan to visit the
ACR Homepage



Scan to view the
Zone of Influence Map

Why are Single-Trip Permit reviews required?

Single-Trip Permit reviews are essential to protect our transit corridors, riders, customers, and operations. They help ensure the safety of the transit system while allowing transporters to travel through our corridors without compromising infrastructure integrity or disrupting service. This City permit authorizes travel along a designated route for a limited time, helping to ensure public safety, protect transit operations and assets, and support effective traffic coordination.

Who do I contact if I need Metrolinx review of a Single-Trip Application?

You can submit all Single-Trip Permit review requests to ACR at MCReviews@metrolinx.com. To support your review, a completed **Metrolinx Single-Trip application form** must be submitted.

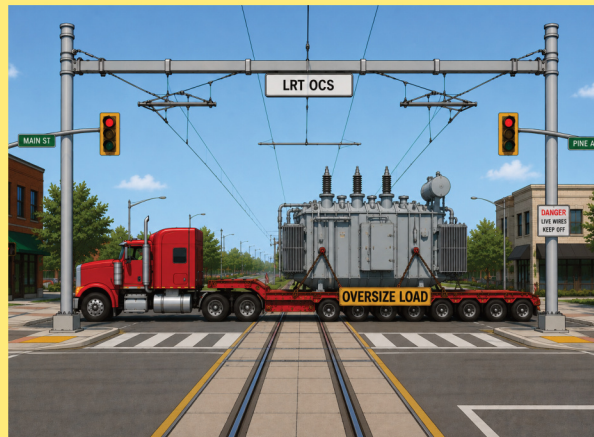
How do I know if I am within the Metrolinx Review and Roadway Coordination Zone?

Metrolinx has a great tool to identify if your project and/or route lands within our review zone(s). Feel free to access the Zone of Influence Map to understand the major and minor service roads that are impacted.

Which projects do Single-Trip reviews apply to?

Reviews are required for proposed routes crossing any of the following corridors:

- Scarborough Subway Extension
- Yonge North Subway Extension
- Ontario Line
- Finch West Light Rail Transit
- Eglinton Crosstown Light Rail Transit
- Eglinton Crosstown West Extension



Did you know...

Overweight loads can be distributed across multiple axles to reduce individual axle loads, helping ensure that transit infrastructure is not damaged.

Loads positioned less than one metre from the overhead wires require de-energization of the Light Rail Transit overhead contact system, a process that is a time-consuming and disruptive process requiring advance planning and coordination.

Contact us for any additional questions

ACR@metrolinx.com
MCReviews@metrolinx.com

ADJACENT CONSTRUCTION
REVIEW 2026

 **METROLINX**