

# LAND ACKNOWLEDGEMENT

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Wendat peoples, for whom these lands continue to have great importance.

Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

Metrolinx and its employees are committed to understanding the history of these lands and the continued impacts of colonization and take responsibility for actions to advance reconciliation.

Metrolinx will continue to seek the knowledge, expertise and experience of Indigenous partners and commits to doing business in a manner that is built on a foundation of trust, respect, and collaboration.



# Safety Moment – Concrete Truck Blind Spots

- While necessary for construction, concrete trucks have large blind spots and are slow to come to a stop.
- When turning, concrete trucks require a larger radius to maneuver than a standard consumer vehicle.
- When you are navigating near concrete trucks, be mindful of their blind spots and if you end up within one, remain on alert and attempt to exit the blind spot as soon as possible.
- Ontario requires concrete truck drivers to be aided by a spotter when backing up. If you observe a truck being guided by a spotter, wait for the maneuver to finish and confirm with the spotter that all is safe before proceeding.
- When crossing in front of a concrete truck (such as at a crosswalk), establish eye contact with the driver to ensure you are seen and acknowledged.



# Ward 14 Vehicle Hauling

October 20, 2025

# AGENDA

## 1. Gerrard Portal

- Works Overview
- Haul Route Map
- Truck Volumes

## 2. Bain Emergency Exit Building

- Works Overview
- Haul Route Map
- Truck Volumes

## 3. Cosburn Station

- Works Overview
- Haul Route Map
- Truck Volumes

## 4. Environmental and Safety Mitigations

- Dust and Dirt
- Site Safety

## Truck Safety – Ontario Line

With work ramping up on the Ontario Line, Metrolinx understands that community members are concerned about the volume of trucks servicing Ontario Line work sites. The Ontario Line Truck Safety Plan provides a clear, enforceable framework for selecting, managing, and continuously monitoring truck routes used for project construction. It does this through:

- Consistent framework for route selection done in coordination with City of Toronto;
- Enforcing route adherence standards for all associated vehicle operators; and
- Implementing mitigation strategies to drive route compliance, tailored to each site.

To report a truck-related incident, residents can call our 24-hour hotline at 416-202-5100 or email [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com)

To view the full Ontario Line Truck Safety Plan, scan the **QR code** or visit [www.metrolinx.com/OntarioLineTSP](http://www.metrolinx.com/OntarioLineTSP)



# Work Overview: Gerrard Portal

# Gerrard Portal Overview

- Two separate Ontario Line constructors are sharing the 449 Carlaw site: Trillium Guideway Partners (TGP - Gerrard Station) and Pape North Connect (PNC - Gerrard Portal).

## Pape North Connect Scope:

- The current phase of work involves preparing the Gerrard portal site for excavation and the eventual construction of the tunnel boring machine launch shaft.
- Support of excavation activities with pile drilling and concrete pours continues at the northeast end of the site.
- Approximately 200 out of 800 piles have been completed to date (as of September 25). Piling work will continue until winter 2026, followed by mass excavation.

## Trillium Guideway Partners Scope:

- TGP mobilized to site in September.
- Ongoing/upcoming work includes piling, as well as a three-week excavation and tieback scope in 2026, followed by station construction.

## Piling for Support of Excavation at the Gerrard Portal

**Expected start date:** As early as July 4, 2025

**Expected duration:** 12 months

**Hours of Work:** Monday to Friday, 7 a.m. to 7 p.m. and Saturday 9 a.m. to 7 p.m.

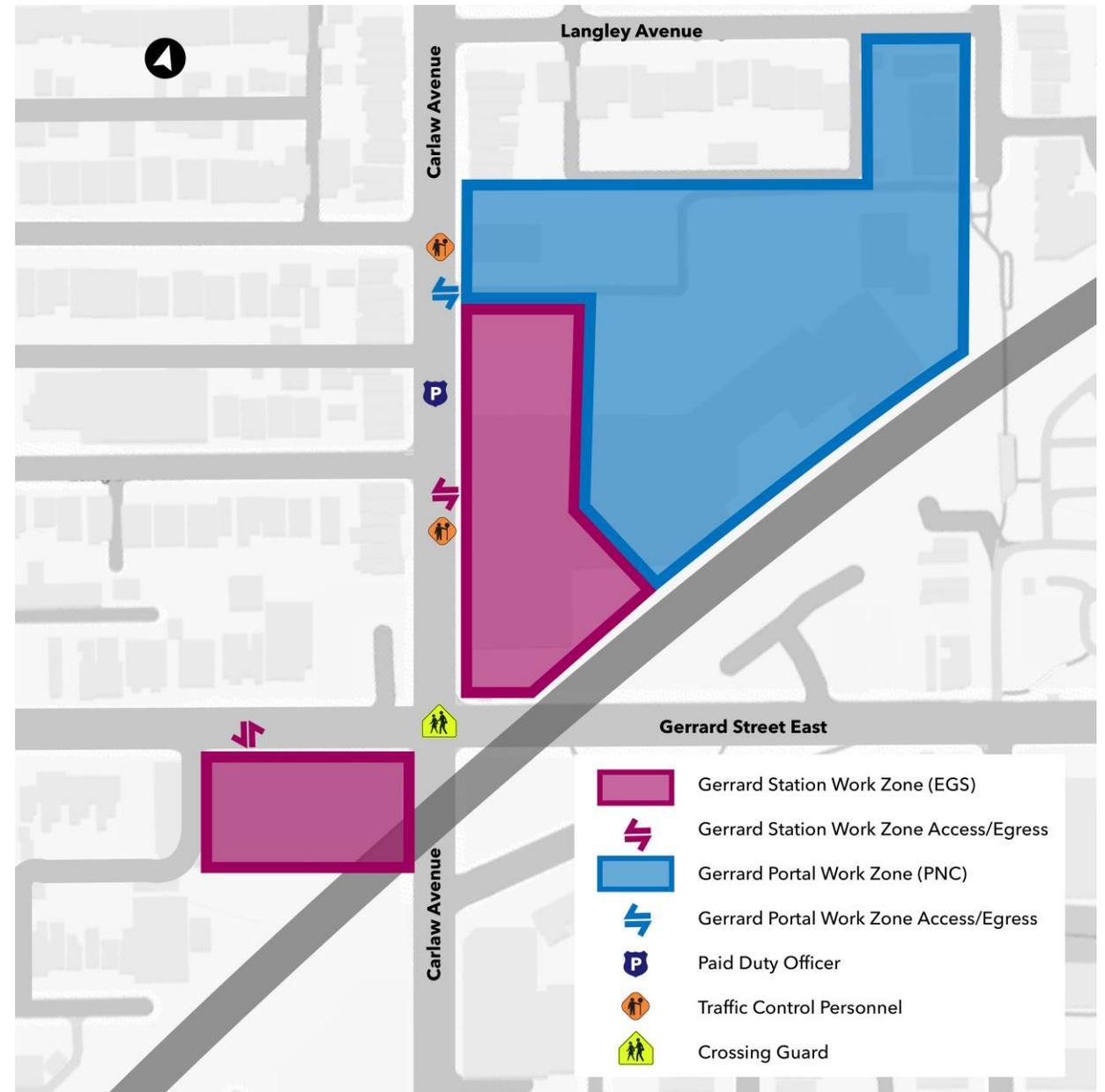


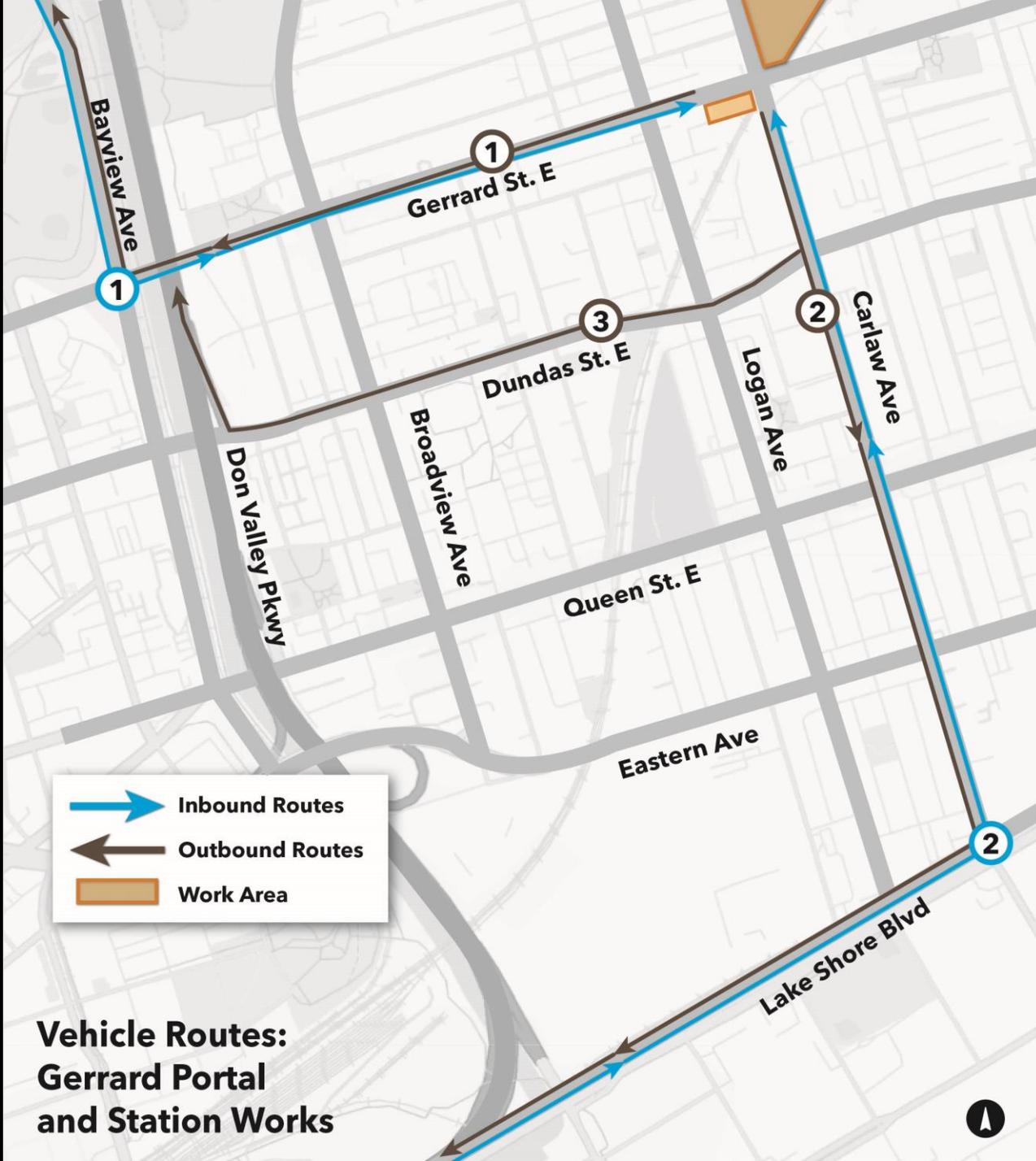
### What is happening?

- The former Riverdale Shopping Centre is the site of the Gerrard portal and future Gerrard Station. This portal is where Ontario Line trains will move from surface tracks to underground tunnels.
- The next phase of work will involve preparing the Gerrard portal site for excavation and the eventual construction of the tunnel boring machine launch shaft.
- Work will include the relocation of underground utilities and sewers, drilling piles and the installation of excavation supports along the perimeter of the site.
- Note: Piling for the future Gerrard Station will take place closer to the Gerrard-Carlaw intersection. This work will start later this year, and a separate notice will be distributed prior to work starting.

## Gerrard Portal Overview

- Key impacts at this site include:
  - Establishment of two gates exiting both the portal and station construction areas onto Carlaw Ave
  - Peak volume of up to 181 trucks servicing both sites daily during tunnelling (starting late 2026)
- Mitigations at this site include:
  - Ongoing paid-duty officer presence on Carlaw Ave
  - Traffic control personnel at each gate
  - Two crossing guards at Gerrard-Carlaw intersection in partnership with City of Toronto crossing guard program
  - Scissor gates to prevent pedestrians from entering driveway zone while vehicles enter and exit the site





 **Inbound Routes**  
 **Outbound Routes**  
 **Work Area**

**Vehicle Routes:  
Gerrard Portal  
and Station Works**

- 1** DVP/Bayview south to Gerrard, east to site
- 2** Lakeshore/Gardiner east to Carlaw, north to site
- 1** West from site on Gerrard to Bayview, north to DVP
- 2** South from site on Carlaw to Lakeshore
- 3** South from site on Carlaw to Dundas, west to DVP on ramp, north onto DVP

**Peak Average Daily  
Truck Count: 181**  
(Portal and station excavation – fall 2026)



## Truck Volumes at the Gerrard Portal Site

Scope of Work	Portal Stage 1 + Station Piling	Portal Stage 1A-1C + Station Piling	Portal Stage 2A + Station Construction	Portal Stage 3A-3B + Station Construction	Portal Stage 4 + Station Construction	Portal Stage 5 + Station Construction
Start Date	Summer 2025	Winter 2026	Winter 2026	Summer 2026	Fall 2026	Spring 2028
Duration	6 months	12 weeks	6 months	12 Weeks	17 Months	3 Months
Max trucks per day	111	56	56	155	181	119

Note: Following station piling completion, only occasional material deliveries will be required for station construction.

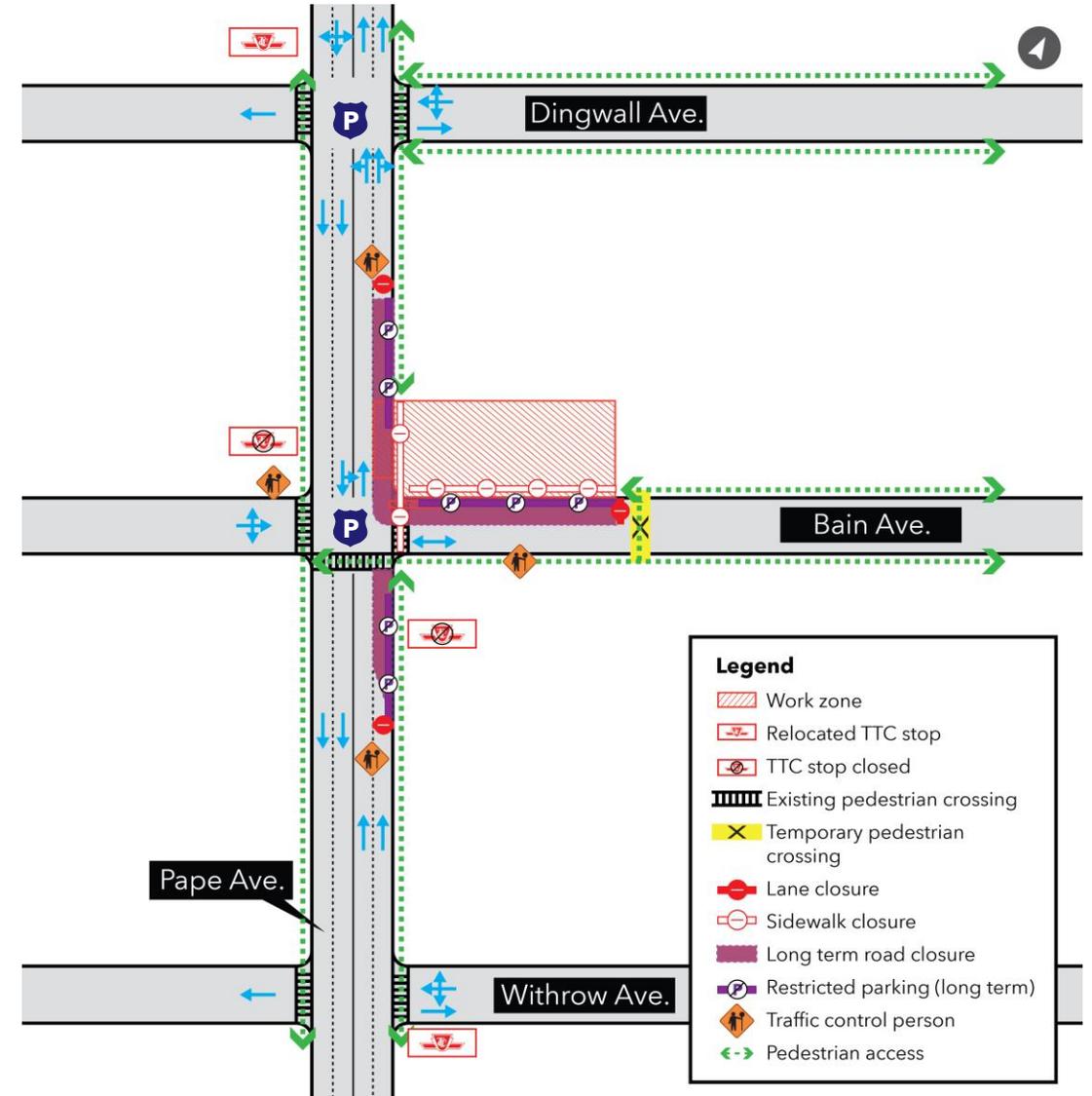
All dates are tentative and subject to change as construction progresses.



# **Work Overview: Bain Emergency Exit Building**

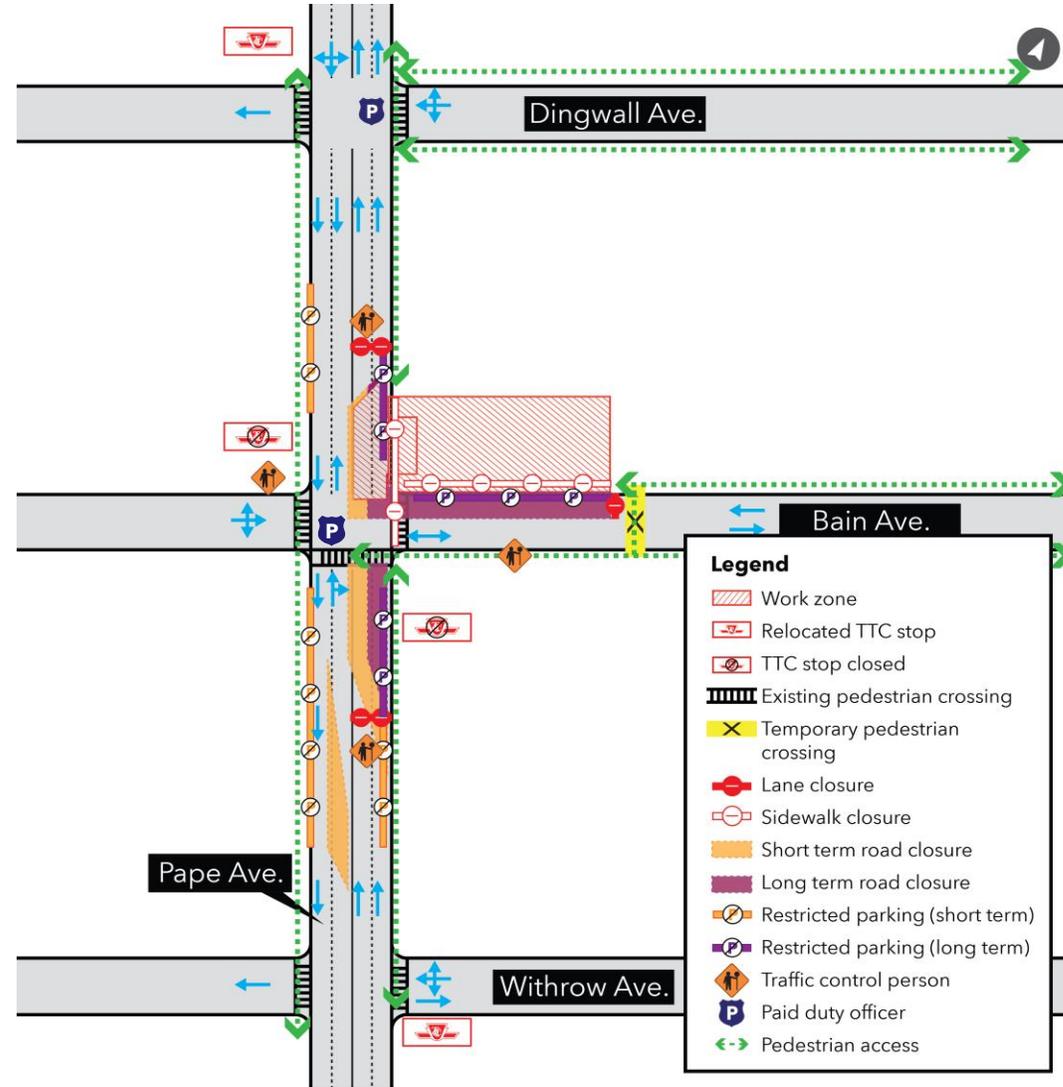
## Bain EEB Overview

- The Bain EEB site is located on the northeast corner of the Bain and Pape intersection. Piling, excavation, and construction will take place to build an emergency exit from the future subway tunnels. On the surface, only a small building will be visible upon completion.
- Key impacts at this site include:
  - Lane occupancies on Bain and Pape Avenue
  - Sidewalk closures adjacent to the site
  - North-south crossing closure (east side)
  - Street parking removal
  - Peak volume of 70 trucks per day servicing the site during deep excavation (starting mid-2027)
- Mitigations at this site include:
  - Two new pedestrian crosswalks (Dingwall and Bain). PDO presence at Dingwall until crosswalk is implemented (present all stages at Pape-Bain intersection).
  - Up to four traffic controllers on site to guide traffic and ensure safety
  - Replacement parking to be opened in the neighbourhood in coordination with City of Toronto staff



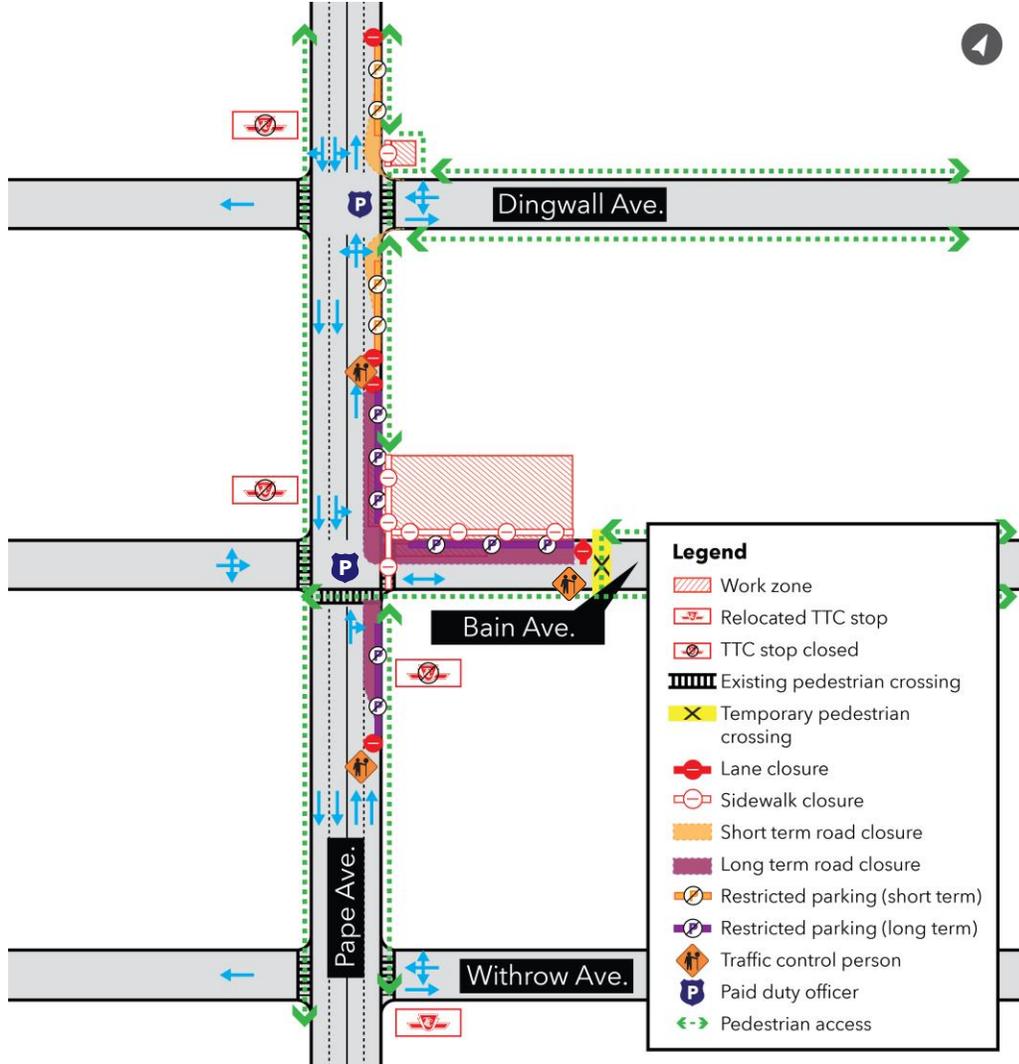
Bain EEB Stage 1

# Bain EEB Traffic Staging

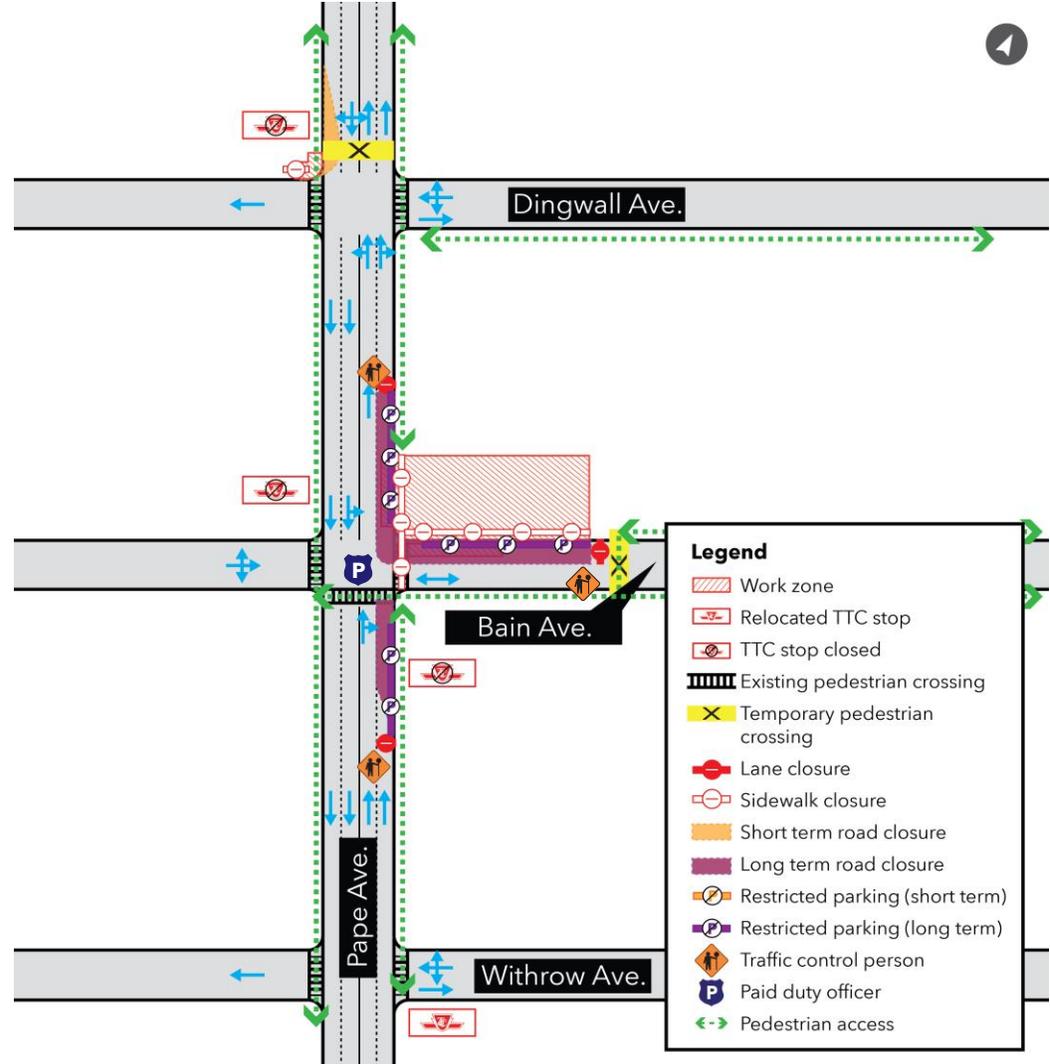


Bain EEB Stage 2

# Bain EEB Traffic Staging

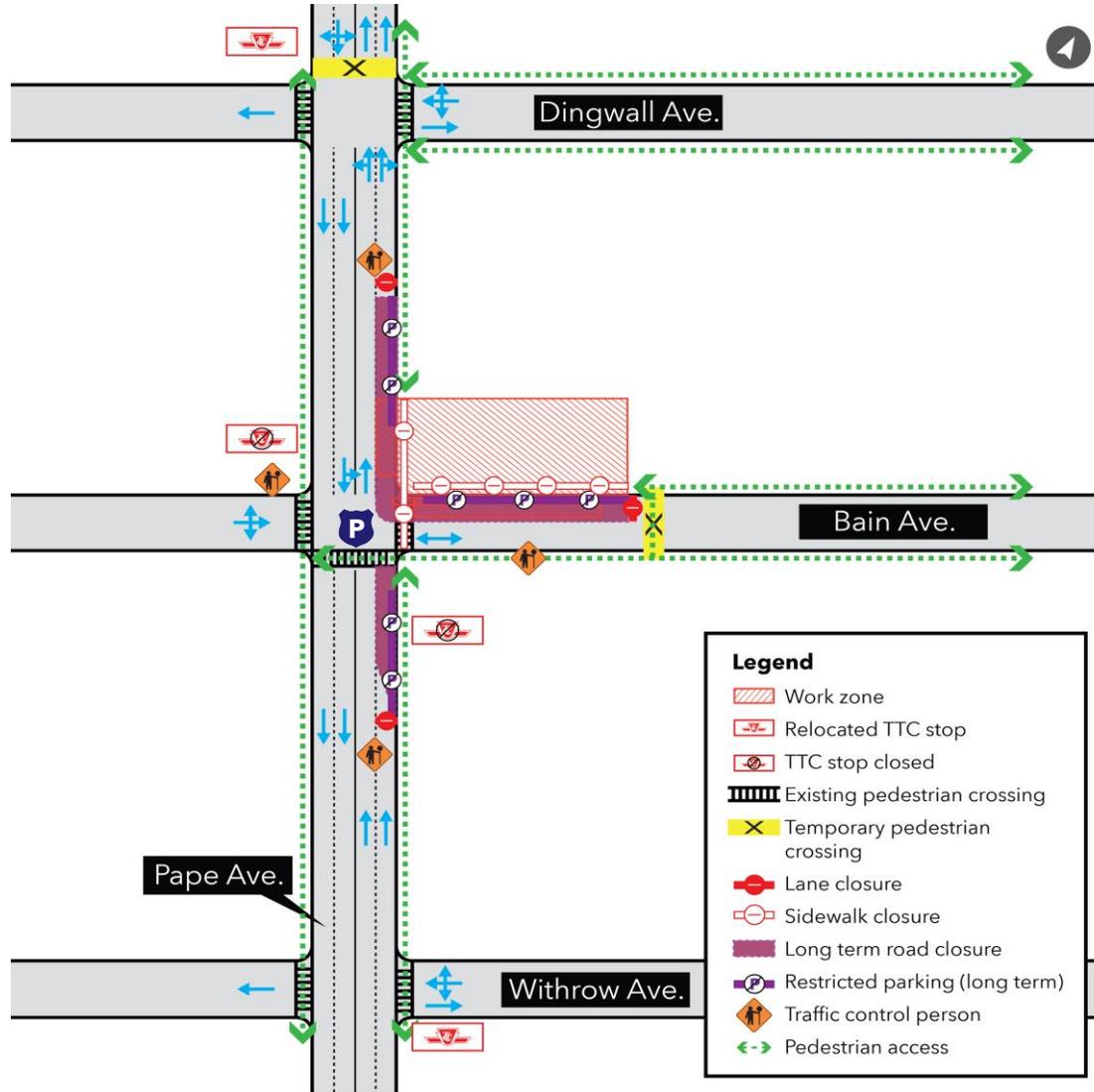


Bain EEB Stage 3A

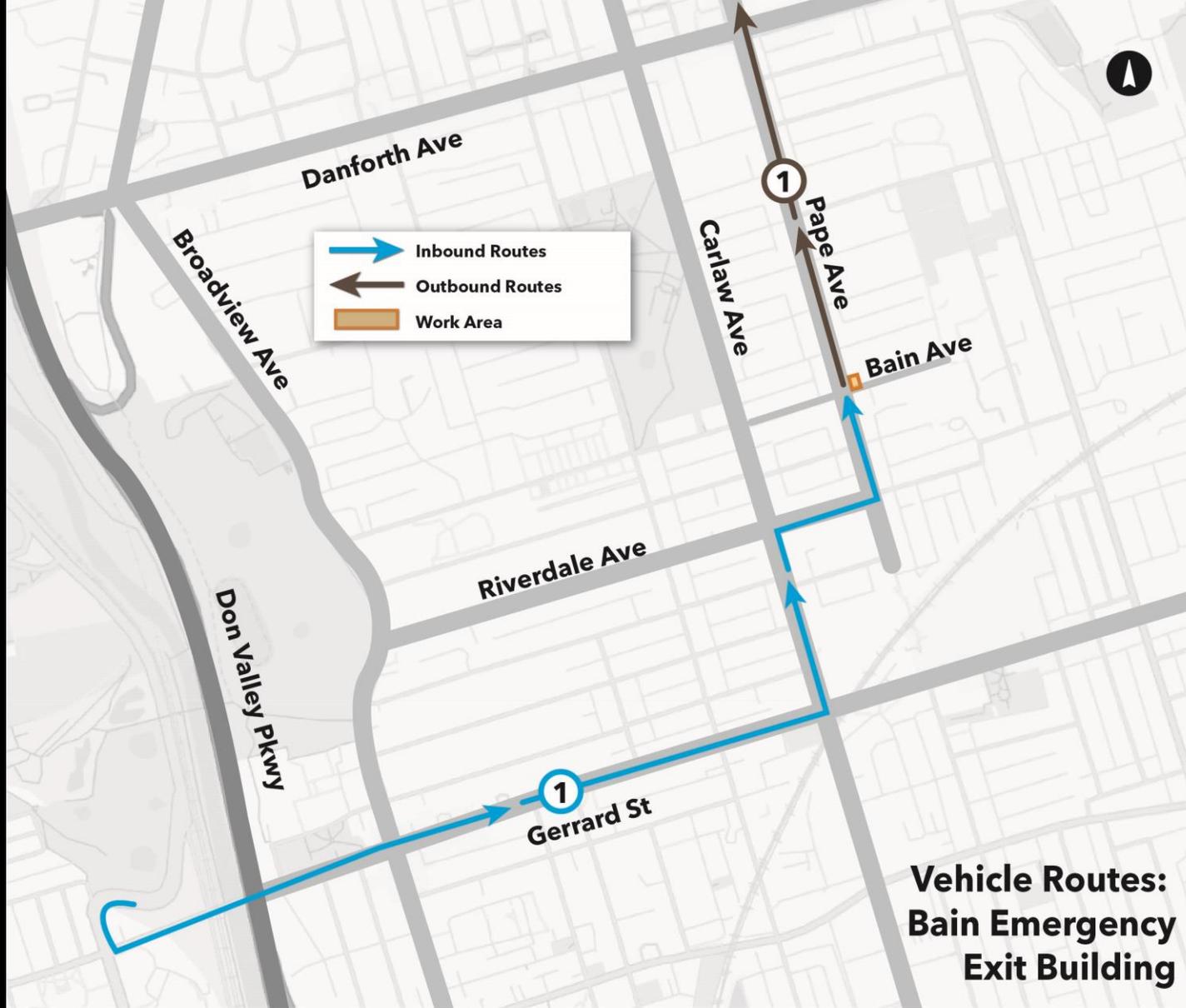


Bain EEB Stage 3B

# Bain EEB Traffic Staging



Bain EEB Stage 4



**1** DVP to Gerrard St, east to Carlaw Ave, north to Riverdale, east to Pape, north to site.

**1** Site to Pape Ave, north on Pape to O'Connor, east to Don Mills, north to DVP

**Peak Average Daily Truck Count: 70**  
(excavation – starting mid-2027)

## Truck Volumes at Bain EEB

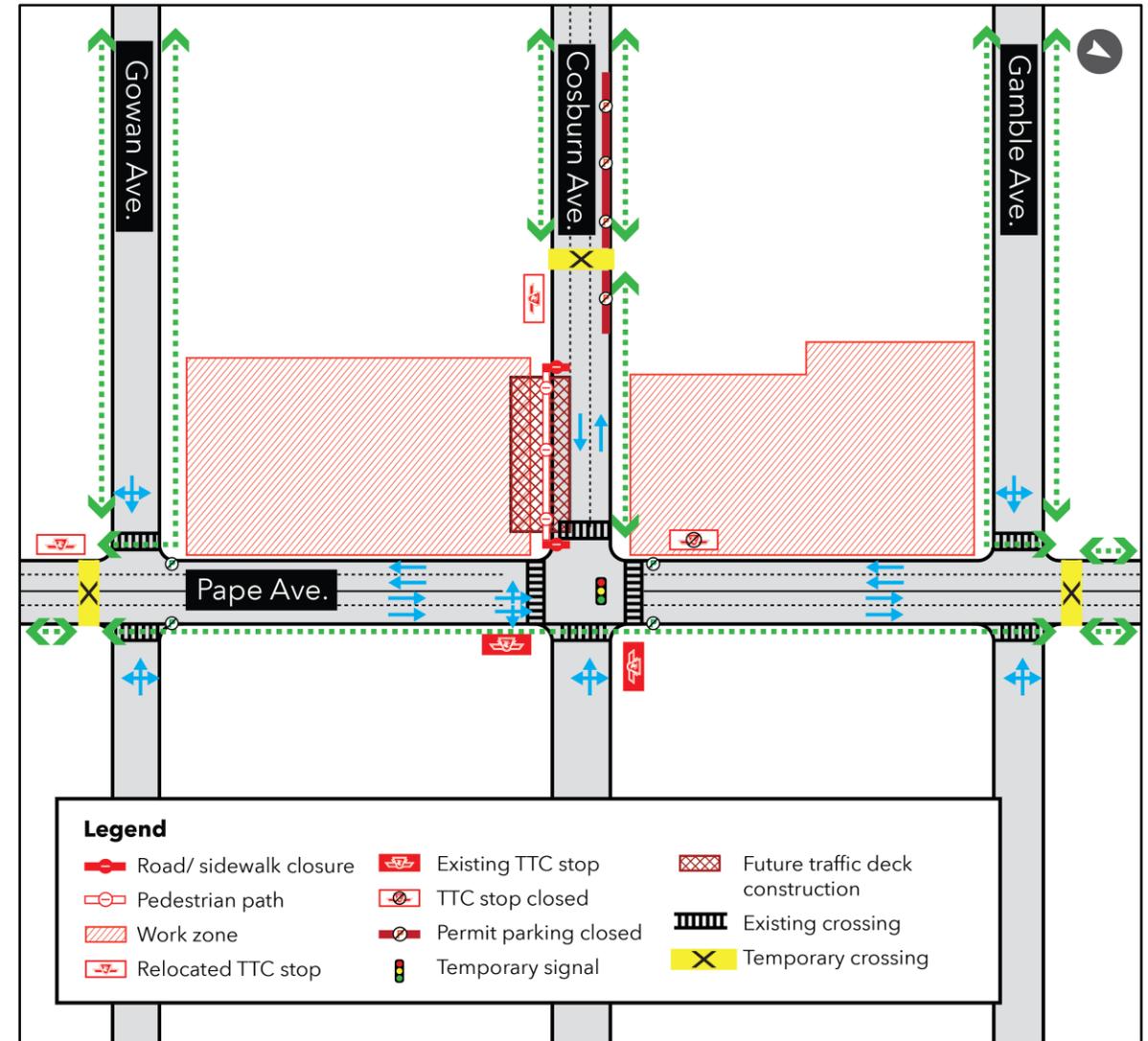
Scope of Work	Stage 1: Ground Improvement	Stage 2: Bell and Sewer Utility Work	Stage 3: Pedestrian Crossing Construction	Stage 4: Piling SOE	Stage 5: Deep Excavation	Stage 6: Excavated Material Removal and Underground Construction
Time Period	Fall 2025	Winter 2026	Winter 2026	Summer 2026	Spring 2027	Summer 2028
Duration	8 months	3 weeks	2 weeks	11 months	16 months	15 months
Max trucks per day	18	2	2	28	70	18

All dates are tentative and subject to change as construction progresses.

# Work Overview: Cosburn Station

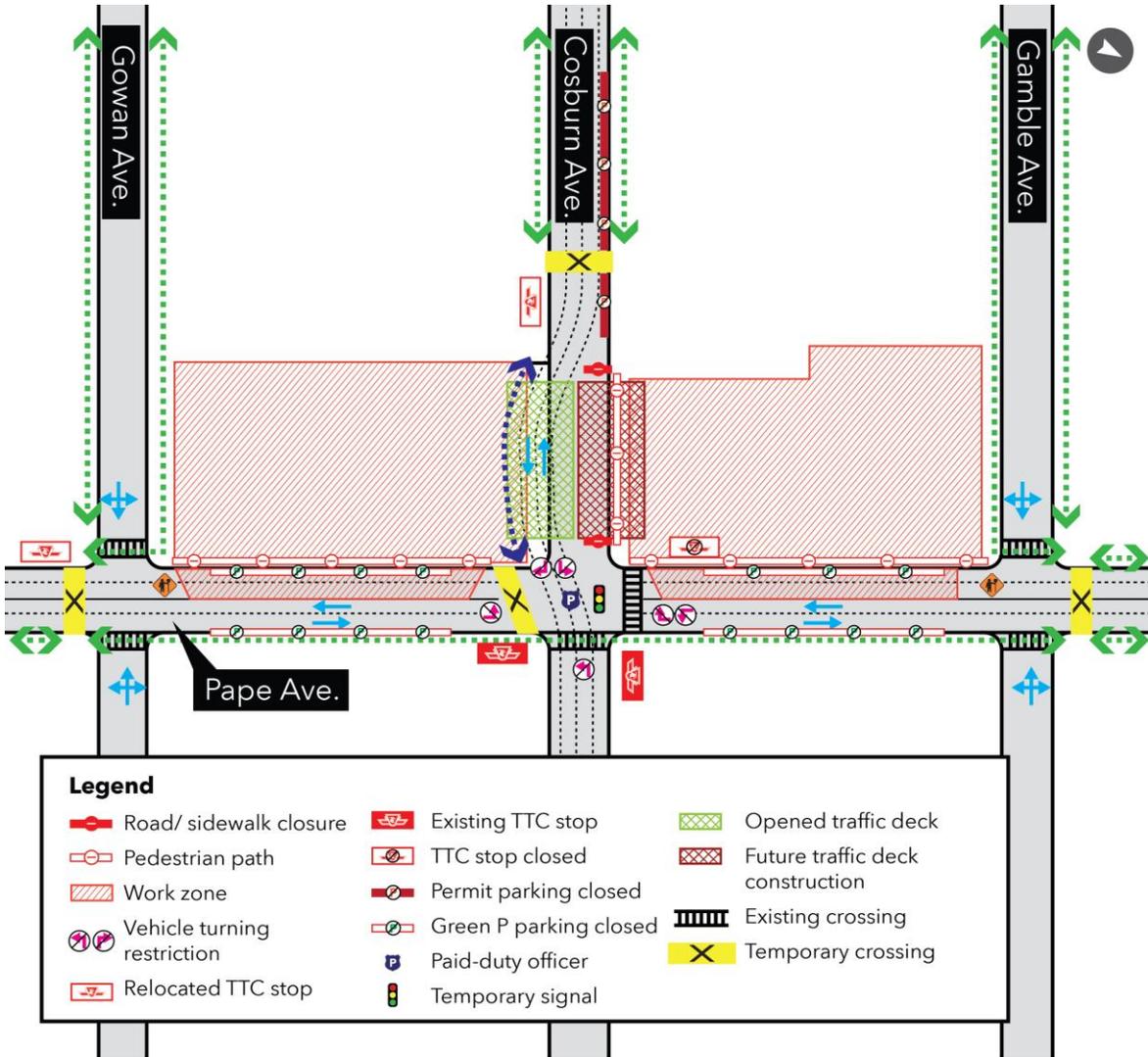
# Cosburn Station Overview

- On the west side of Pape Avenue between Gowan Avenue and Gamble Avenue, crews will construct Cosburn Station. Work began in spring 2025 with demolition work, which has now wrapped up. Mobilization is now imminent for the next phase of work, support of excavation.
- Key impacts at this site include:
  - Long-term sidewalk closures along Pape Avenue adjacent to the site
  - Long-term lane closures on Pape Avenue
  - Street parking removals on Pape Avenue (Green P) and on Cosburn Avenue
  - Up to 116 trucks daily to service the site, with access to/from the site on Pape Avenue
- Mitigations at this site include:
  - Haul routes established with one-way access/egress on Pape Avenue (right-in, right-out)
  - Full-time traffic control personnel during working hours facilitating truck access
  - Three temporary crosswalks to facilitate safe pedestrian navigation near work sites

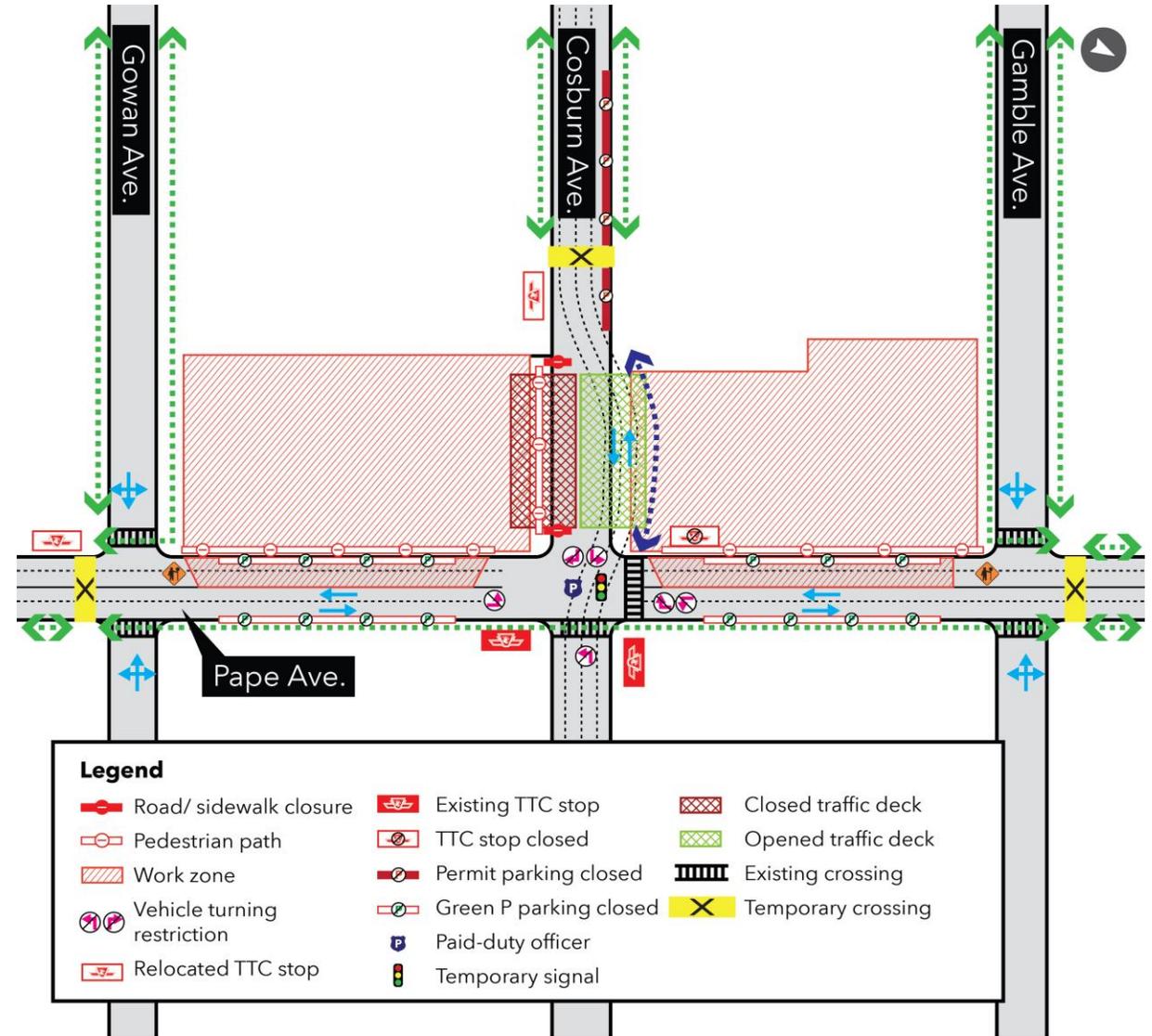


Cosburn Station Stage 1A

# Cosburn Station Traffic Staging

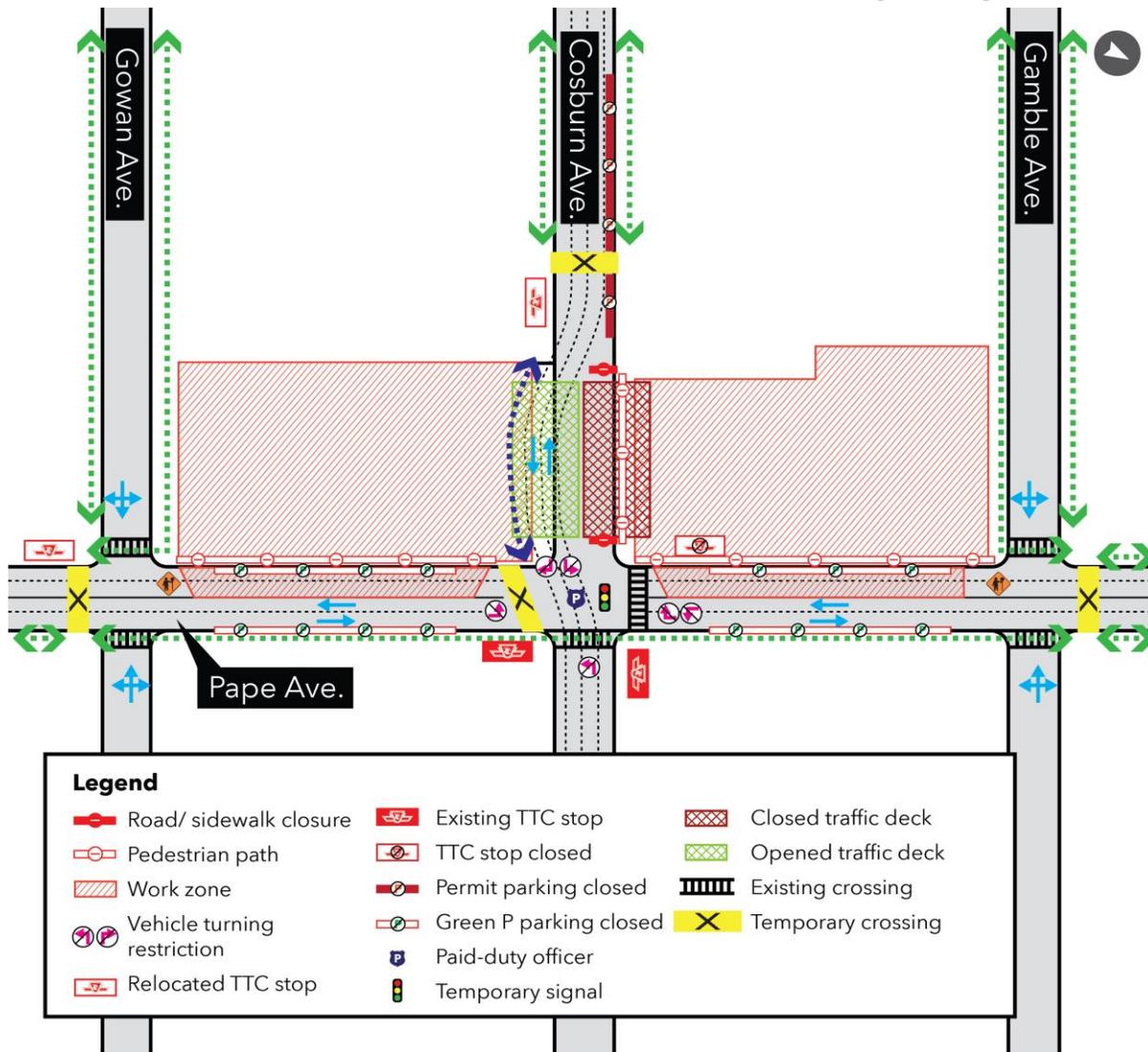


Cosburn Station Stage 1B

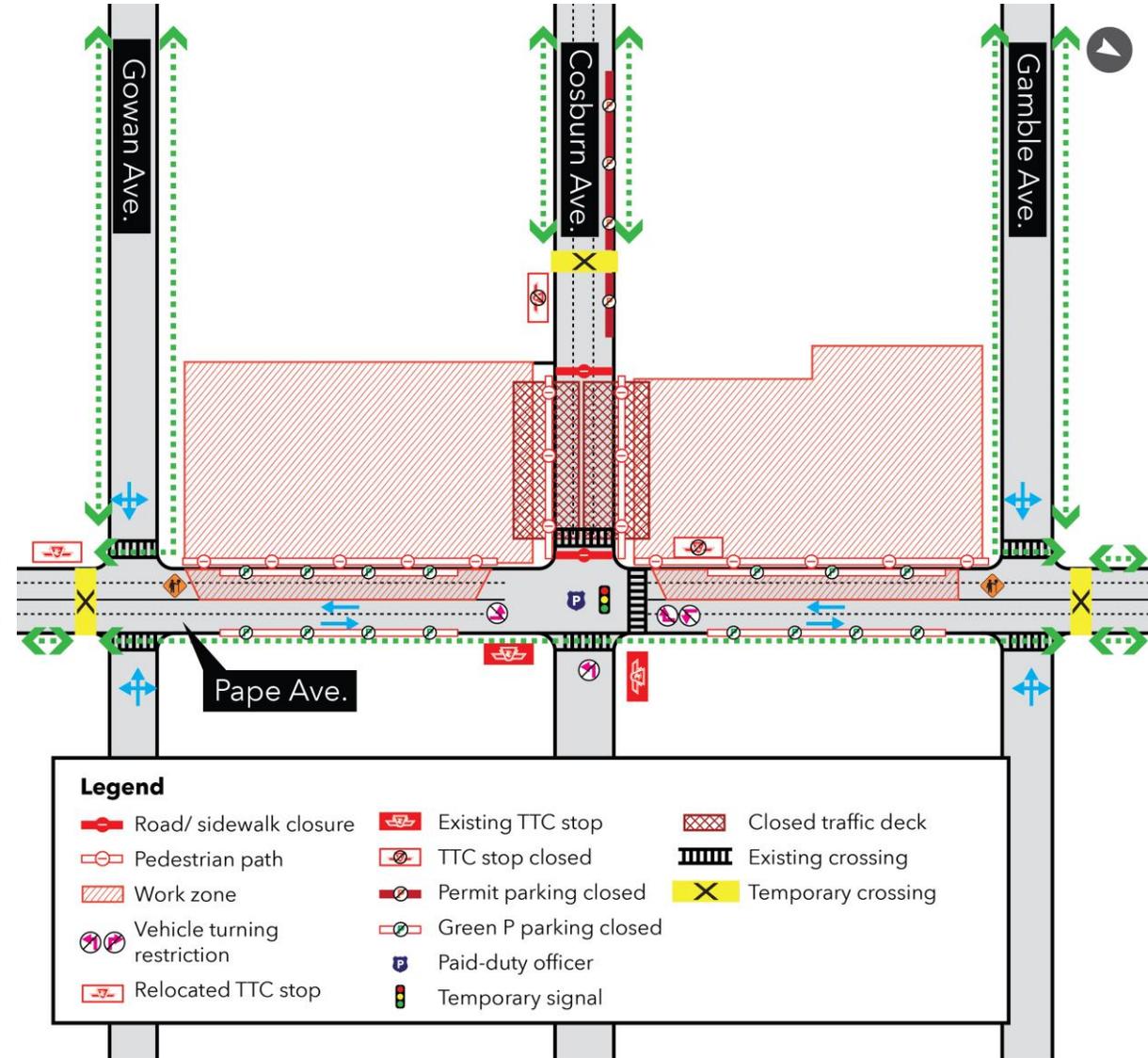


Cosburn Station Stage 2

# Cosburn Station Traffic Staging

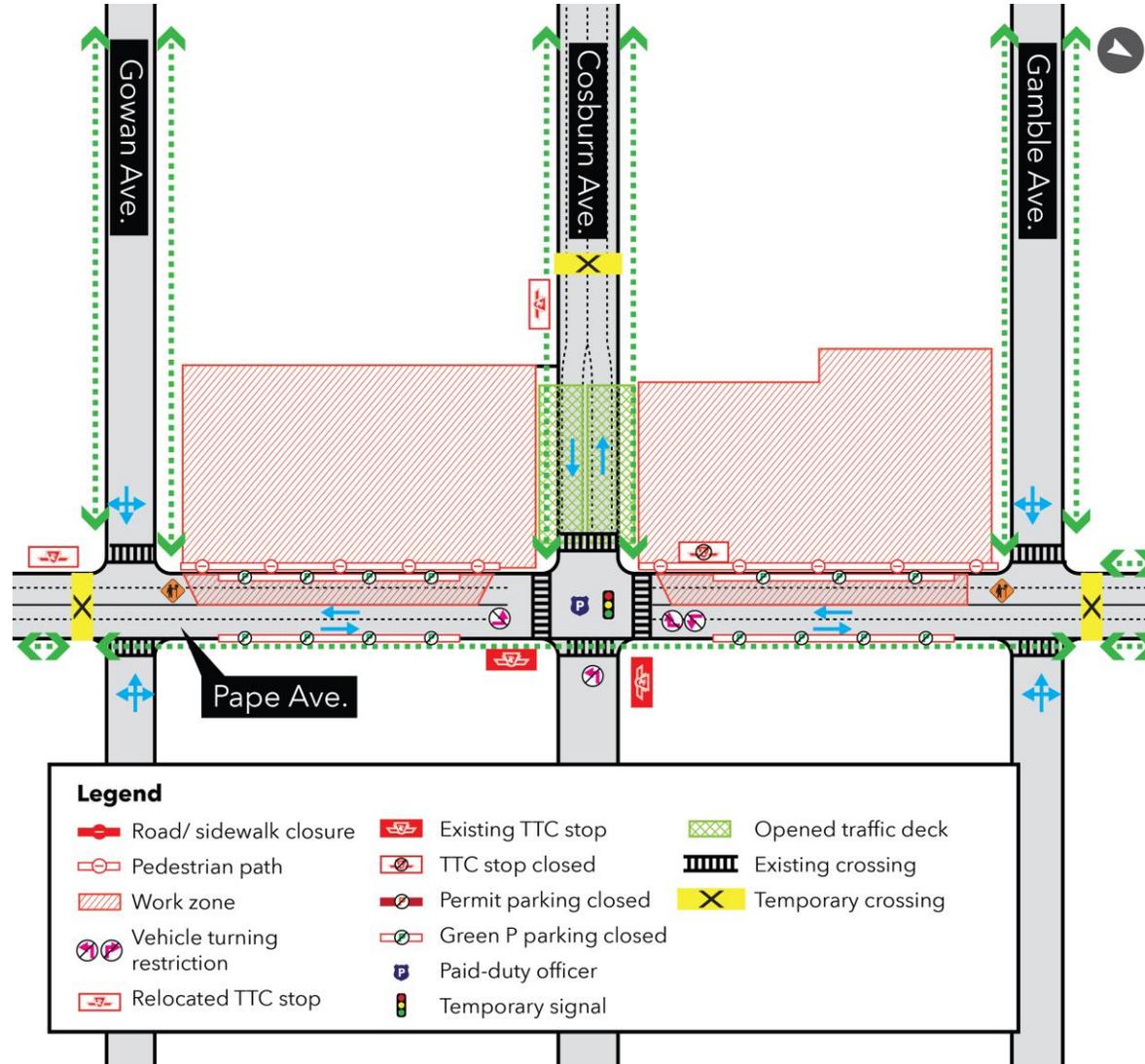


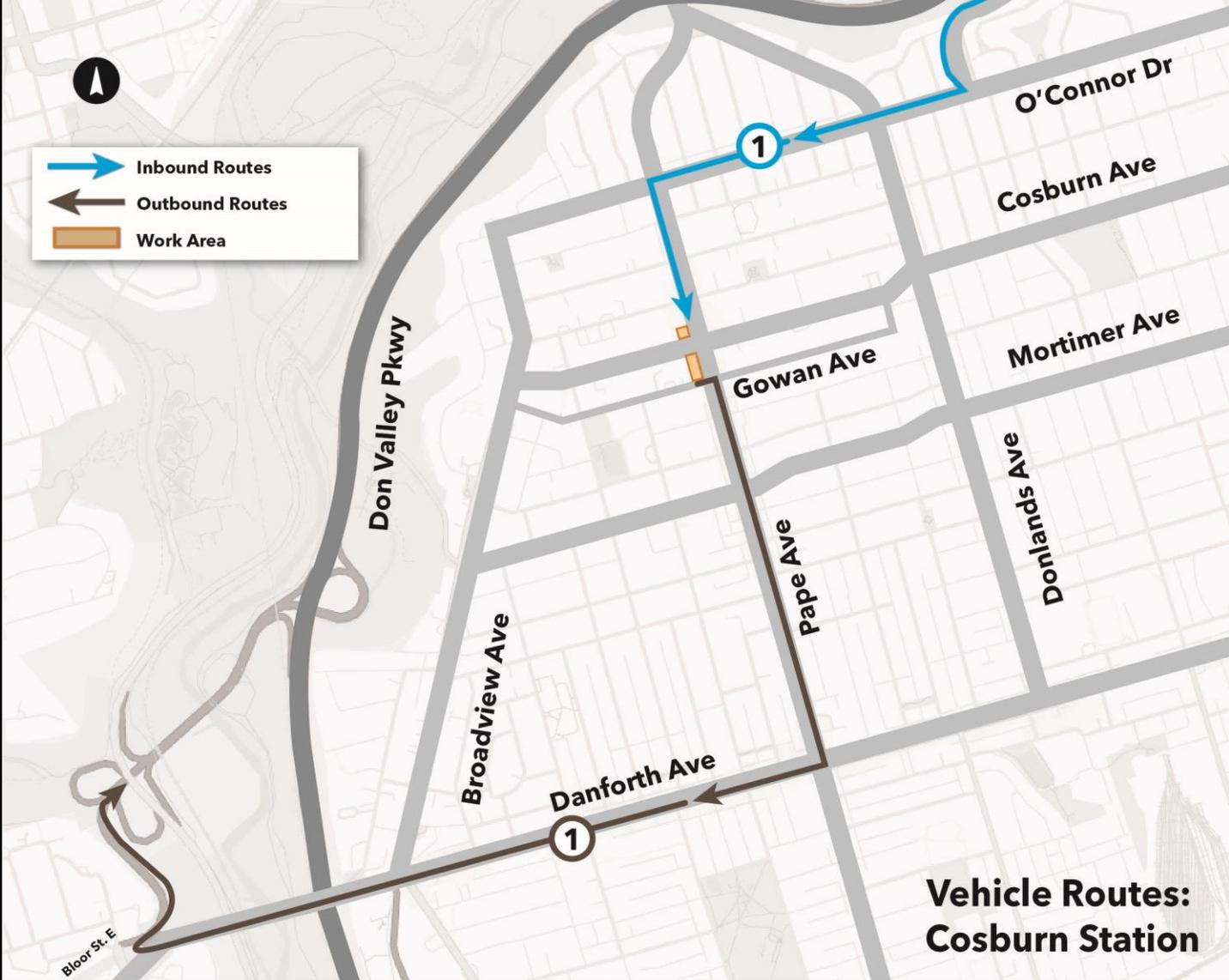
Cosburn Station Stage 3



Cosburn Station Stage 4

# Cosburn Station Traffic Staging





**Vehicle Routes:  
Cosburn Station**

**1** DVP to Don Mills Rd, south to O'Connor Dr, west to Pape Ave, south to site.

**1** Site to Pape Ave, south to Danforth Ave, west to DVP.

**Peak Average Daily Truck Count:** 116  
(station construction - starting summer 2027)

## Truck Volumes at Cosburn Station

Scope of Work	Stage 1: Road Deck Construction	Stage 2: Slurry Wall SOE	Stage 3-4: Deep Excavation	Stage 5-6: Station Construction
Time Period	Fall 2025	Spring 2026	Fall 2026	Summer 2027
Duration	5 months	9 months	9 months	~4 years
Max trucks per day	18	42	114	116

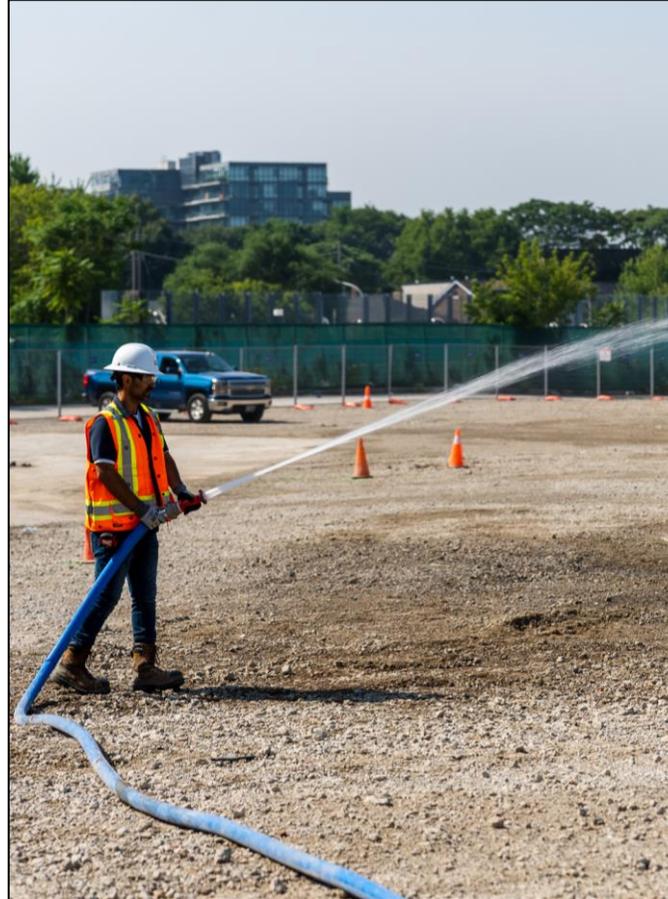
All dates are tentative and subject to change as construction progresses.



# **Environmental and Safety Mitigations**

## Environmental Mitigation Strategies (dust and dirt)

- The site is regularly sprayed with water to help settle and reduce dust particulates in the air.
- A water truck is located on site, to maintain the site.
- Air quality monitors are located around the work area. In the event of exceedances, additional mitigation measures are implemented on-site to ensure compliance.
- Sediment membranes (filter cloths) and absorbent sediment materials (silt socks) have been installed in catch basins within and outside of sites to limit debris and pollutants from entering storm drain systems. Catch basins are regularly monitored and cleaned.



*Clockwise from the left:  
Spraying of water at site to reduce dust, a filter cloth at a catch basin, mud mats at the construction site entrance and exit.*

## Safety Mitigations

- Traffic control personnel will be present at all stages of construction to help assist with truck maneuvering, pedestrian crossings and managing traffic. Paid duty officers may also be present in some instances to assist with road traffic.
- Informational signage helps reinforce existing prohibitions and temporary condition. Signage is installed in areas for vehicular traffic and pedestrians. Where necessary, pavement markings can be added to highlight sensitive areas and provide additional guidance.
- Access for emergency services vehicles will be maintained throughout construction.



*Images from the left:*

*Example of pedestrian signage; Example of vehicle signage and a paid duty officer directing traffic; Truck safety signage currently posted on all entrances to PNC construction sites.*

**SCHOOL'S BACK  
SLOW DOWN,  
LOOK TWICE.**

**Thank you for keeping  
our communities safe.**



**METROLINX**