

# **Metrolinx GO Expansion Program – Reconstruction of Birchmount Road Bridge – Temporary Road Closures and Transportation Impacts**

**Date:** April 14, 2026

**To:** Scarborough Community Council

**From:** Acting Deputy General Manager, Transportation Services

**Wards:** Scarborough Southwest – Ward 20

## **SUMMARY**

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This report provides an overview of Metrolinx’s planned construction activities for the reconstruction of the Birchmount Road bridge over the GO Lakeshore East rail corridor, as part of the Metrolinx GO Expansion Program. The report outlines the key construction stages, anticipated timelines, and associated long-term temporary lane closures, turning restrictions, pedestrian and cycling impacts, transit adjustments, and on-street parking modifications required to safely facilitate these works.

The reconstruction of the Birchmount Road bridge is required to accommodate expanded rail infrastructure while maintaining long-term roadway connectivity serving surrounding residential neighbourhoods and employment areas.

The report seeks City Council approval for the long-term temporary lane closures and associated temporary traffic by-law amendments required to accommodate construction staging, maintain public safety, and support the delivery of this critical infrastructure project.

The report also identifies mitigation measures to manage transportation impacts and maintain safe and reliable access for pedestrians, cyclists, transit users, motorists, emergency services, and local businesses throughout the construction period.

## **RECOMMENDATIONS**

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The Acting Deputy General Manager, Transportation Services recommends that:

1. City Council approve the temporary closure of the northbound curb and median lanes on Birchmount Road, between Highview Avenue and Raleigh Avenue, from June 1, 2026 to August 31, 2028, inclusive, to accommodate east side reconstruction of the Birchmount Road bridge.

2. City Council approve the temporary closure of Highview Avenue at Birchmount Road, from June 1, 2026 to August 31, 2028, inclusive, to accommodate east side reconstruction of the Birchmount Road bridge.
3. City Council prohibit eastbound left-turn and northbound left-turn movements at the intersection of Birchmount Road and Mack Avenue, from June 1, 2026 to August 31, 2028, inclusive, to accommodate east side reconstruction of the Birchmount Road bridge.
4. City Council approve the temporary closure of the east sidewalk on Birchmount Road, between Highview Avenue and Raleigh Avenue, from June 1, 2026 to August 31, 2028, inclusive, to accommodate east side reconstruction of the Birchmount Road bridge.
5. City Council approve the temporary closure of the southbound curb and median lanes on Birchmount Road, between Highview Avenue and Mack Avenue, from September 1, 2028 to August 31, 2030, inclusive, to accommodate west side reconstruction of the Birchmount Road bridge.
6. City Council approve the temporary closure of Mack Avenue at Birchmount Road, from September 1, 2028 to August 31, 2030, inclusive, to accommodate west side reconstruction of the Birchmount Road bridge.
7. City Council prohibit the westbound left-turn and southbound left-turn movements at the intersection of Birchmount Road and Highview Avenue, from September 1, 2028 to August 31, 2030, inclusive, to accommodate west side reconstruction of the Birchmount Road bridge.
8. City Council approve the temporary closure of the west sidewalk on Birchmount Road, between Highview Avenue and Mack Avenue, from September 1, 2028 to August 31, 2030, inclusive, to accommodate west side reconstruction of the Birchmount Road bridge.
9. City Council authorize the installation of temporary traffic control signals on Birchmount Road, at a point 78 metres south of Highview Avenue, from June 1, 2026 to August 31, 2030, inclusive, to accommodate reconstruction of the Birchmount Road bridge.
10. City Council authorize the installation of temporary traffic control signals on Birchmount Road, at a point 97 metres north of Mack Avenue, from June 1, 2026 to August 31, 2030, inclusive, to accommodate reconstruction of the Birchmount Road bridge.
11. City Council approve the temporary closure of the northbound and southbound median lanes on Birchmount Road, between Highview Avenue and Raleigh Avenue, from September 1, 2030 to December 31, 2030, to accommodate reconstruction of the Birchmount Road bridge.

12. City Council prohibit stopping at all times on both sides of Birchmount Road, between Highview Avenue and Raleigh Avenue, from June 1, 2026 to December 31, 2030, inclusive, to accommodate reconstruction of the Birchmount Road bridge.

13. City Council prohibit the westbound left-turn and southbound left-turn movements at the intersection of Birchmount Road and Raleigh Avenue, from June 1, 2028 to December 31, 2030, inclusive, to accommodate reconstruction of the Birchmount Road bridge.

14. City Council prohibit stopping on the south side of Pinegrove Avenue, between Aylesworth Avenue and Birchmount, from June 1, 2026 to December 31, 2030, inclusive, to accommodate TTC bus detour operations.

15. City Council prohibit stopping on the north side of Pinegrove Avenue, between Aylesworth Avenue and a point 20 metres west, from June 1, 2026 to December 31, 2030, inclusive, to accommodate TTC bus detour operations.

16. City Council prohibit stopping on the east side of Aylesworth Avenue, between Pinegrove Avenue and a point 8 metres north, from June 1, 2026 to December 31, 2030, inclusive, to accommodate TTC bus detour operations.

17. City Council prohibit stopping on the east side of Aylesworth Avenue, between Highview Avenue and a point 17 metres south, from June 1, 2026 to December 31, 2030, inclusive, to accommodate TTC bus detour operations.

18. City Council prohibit stopping on the west side of Aylesworth Avenue, between Highview Avenue and Pinegrove Avenue, from June 1, 2026 to December 31, 2030, inclusive, to accommodate TTC bus detour operations.

19. City Council authorize the appropriate City officials to submit directly to Council at the appropriate time any necessary bills to amend the appropriate City of Toronto Municipal Code Chapters, and any Schedules to the Chapters, to reinstate the traffic and parking regulations that were in place prior to the bylaw amendments made in connection with the report (April 14, 2026) from the Acting General Manager, Transportation Services.

20. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to Recommendations 1 to 18, inclusive.

## **FINANCIAL IMPACT**

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There are no direct financial implications to the City resulting from the approval of this report. All design, removal, construction work, including permit fees, will be fully funded by Metrolinx as part of the GO Expansion initiative.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

## **DECISION HISTORY**

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City Council at its meeting on November 13 and 14, 2024, adopted Item EX18.8 "GO Expansion Program - 2024 Update" and delegated to the General Manager, Transportation Services, the authority to temporarily close to pedestrians and vehicular traffic highways or portion of highways for a period up to and including 365 consecutive days, until December 31, 2031, inclusive, with the exception of those highways listed in Section 937-4 of Chapter 937, as required for the purpose of the construction of Metrolinx GO Expansion Program.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.EX18.8>

City Council at its meeting on November 12 and 13, 2025, adopted Item EX27.4 "St. Clair-Old Weston Station and 2025 GO Expansion Program Updates", which provided a status update on key components of the Metrolinx GO Expansion Program, including an update on the Birchmount Road bridge reconstruction.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX27.4>

## **COMMENTS**

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The GO Rail Expansion OnCorridor (OnCorr) program, delivered by Metrolinx, is a major provincial initiative to transform the regional rail network across the Greater Toronto and Hamilton Area. The program will deliver more frequent, two-way, all-day GO rail service by upgrading rail infrastructure, expanding stations, electrifying portions of the network and implementing new train control systems.

As part of the OnCorr program, Metrolinx is undertaking a series of infrastructure improvements across the GO rail network to support increased service levels and future electrification. These improvements include modifications to several existing roadway crossings over the rail corridor to accommodate additional tracks and associated rail infrastructure.

### **Birchmount Road Grade Separation**

Birchmount Road crosses the GO Lakeshore East rail corridor north of Danforth Avenue via an existing bridge structure. As part of the OnCorr program within this rail corridor, Metrolinx will replace the existing Birchmount Road bridge to accommodate the expanded rail infrastructure while maintaining the roadway connection across the corridor.

Birchmount Road is classified as a minor arterial roadway within the City of Toronto and currently provides two traffic lanes in each direction with sidewalks on both sides of the roadway. The corridor serves as an important north-south connection between Danforth

Avenue and Danforth Road, providing access to both employment lands west of the rail corridor and residential neighbourhoods to the east.

Reconstruction of the bridge will enable the rail corridor improvements while maintaining the long-term roadway configuration and connectivity across the corridor. Figures 1 and 2 show the location of the bridge with respect to the surrounding road network and land uses.

Construction activities are scheduled to begin in June 2026 and are anticipated to be completed by December 2030. This schedule reflects the current construction planning assumptions and coordination requirements. City staff are working closely with Metrolinx to review and optimize the construction schedule, with a focus on minimizing impacts to the travelling public and surrounding communities, recognizing that key construction activities are constrained by rail operations and must be coordinated with track closures or undertaken during off-peak rail service periods.

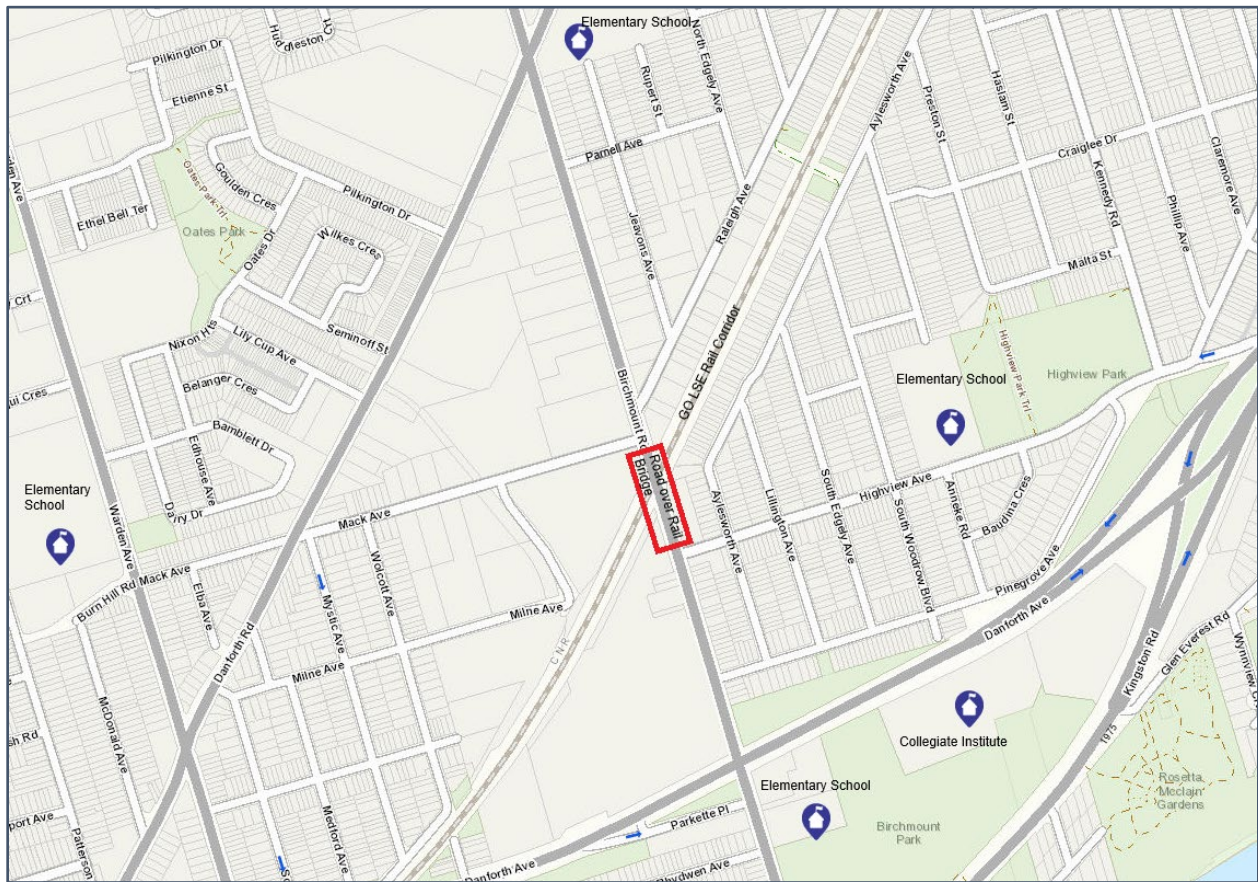


Figure 1 – Birchmount Road Grade Separation – Surrounding Road Network

Source: TO-iView



Figure 2 – Birchmount Road Grade Separation – Surrounding Land Uses

Source: TO-iView

## Construction Staging

Reconstruction of the Birchmount Road bridge will be undertaken in multiple stages to allow the existing structure to be replaced while maintaining roadway connectivity across the rail corridor. The bridge will be reconstructed in halves, with the east and west portion of the structure rebuilt sequentially, followed by a final stage to complete the central deck connection and roadway works.

### Stage 1 – East Side Bridge Reconstruction (June 2026 - August 2028, inclusive):

Construction will begin with reconstruction of the east side of the existing Birchmount Road bridge structure. Prior to demolition activities, traffic protection measures will be installed along the centreline of the existing bridge and traffic will be shifted to the west side of the structure. During this stage, one northbound and one southbound travel lane will be maintained on the west portion of the bridge.

The following construction activities are anticipated to occur during Stage 1. Timelines are approximate and subject to refinement as construction progresses:

- Site Preparation (June 2026 – August 2026) – Implementation of the traffic management plan, establishment of construction staging areas, and setup of the work zone.
- Pre-Demolition Works (June 2026 - August 2026) – Isolation of the existing watermain and installation of temporary support systems and excavation works required to safely prepare the structure for demolition.
- Demolition (July 2026 – October 2026) – Removal of the east portion of the existing bridge structure, including the bridge deck and supporting elements.
- Support of Excavation (SOE) and Excavation Works (August 2026 – April 2027) – Installation of SOE system between the abutment and pier, parallel to the rail tracks, and installation of tiebacks to support excavation and structural work.
- Retaining Wall Construction (September 2026 – April 2027) – Construction of cast-in-place retaining walls to support the roadway and bridge structure.
- Watermain Works (January 2027 – June 2027) – Installation of a new watermain beneath the rail corridor, followed by commissioning of the new system and removal of the existing infrastructure.
- Bridge Structural Works (December 2026 – January 2028) – Construction of the new bridge structure, including foundations, piers, pier caps, girders, and deck components.
- Storm Sewer Works (December 2027 – January 2028) – Installation and modification of storm sewer infrastructure within the project area.
- Utility Relocation (June 2026 – February 2027; April 2028 – June 2028) – Relocation and adjustment of telecommunications and other utilities.
- Road Works (April 2028 – June 2028) – Completion of road tie-ins, waterproofing, and asphalt paving.
- Landscaping (June 2028) – Restoration of disturbed areas within the project limits.
- Completion of East Side (June 2028 – August 2028) – Finalization of all works to allow traffic to be shifted onto the newly constructed east side of the bridge in advance of Stage 2.

Figure 3 shows the traffic management setup during Stage 1.

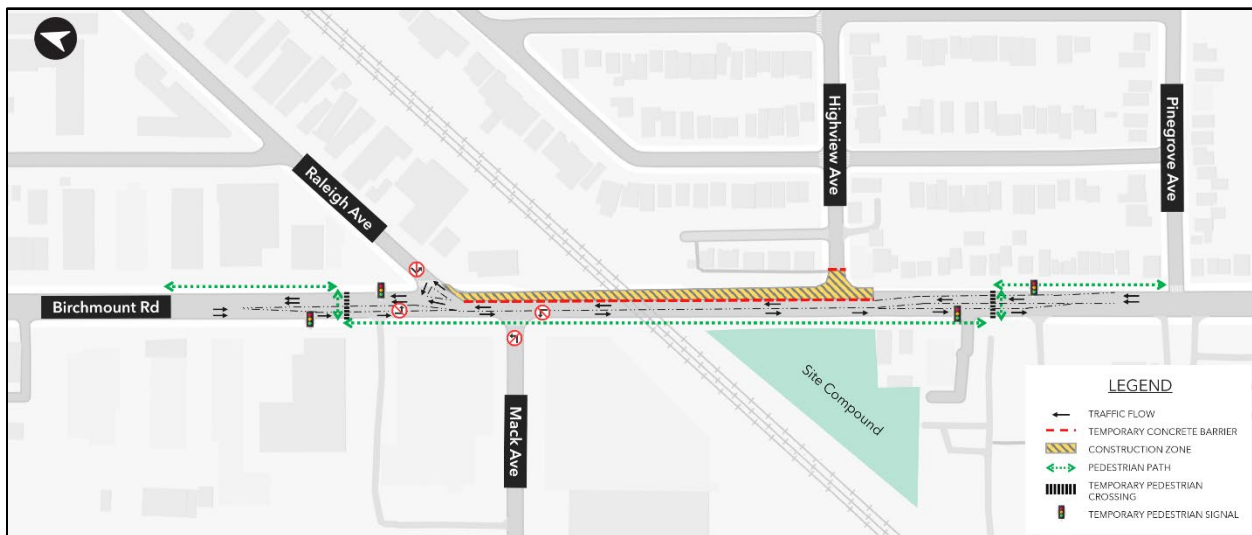


Figure 3 - Birchmount Road Bridge – East Side Reconstruction

Source: Metrolinx

Metrolinx requires the following temporary road closures and associated turning movement restrictions to safely complete the Stage 1 works:

- Temporary closure of the northbound curb and median lanes on Birchmount Road, between Highview Avenue and Raleigh Avenue. Two-way traffic will be maintained on the southbound lanes on Birchmount Road within the project limits.
- Temporary closure of Highview Avenue at Birchmount Road. Alternative routing will be provided via Pinegrove Avenue and adjacent local streets.
- Temporary closure of the east sidewalk on Birchmount Road, between Highview Avenue and Raleigh Avenue. The west sidewalk on Birchmount Road will remain available. To maintain pedestrian connectivity around the temporary sidewalk closure, Metrolinx will install temporary mid-block pedestrian traffic signals north and south of the closure along Birchmount Road.
- Temporary prohibition of westbound left-turn and southbound left-turn movements at Birchmount Road and Raleigh Avenue, due to the temporary traffic configuration within the construction zone. Alternative routing will be provided via Parnell Avenue and adjacent local streets.
- Temporary prohibition of the eastbound left-turn and northbound left-turn movements at the intersection of Birchmount Road and Mack Avenue. Alternative routing will be provided via Danforth Road, Warden Avenue, and Danforth Avenue.
- Temporary additional lane restrictions along Birchmount Road within the project limits may be required during specific construction activities, including support of excavation (SOE) installation, which is anticipated to occur over a short duration of two weeks.

Stage 2 – West Side Bridge Reconstruction (September 2028 – August 2030, inclusive):

Following completion of the east side reconstruction, construction will proceed to the west side of the existing Birchmount Road bridge structure. Traffic will be shifted onto the newly constructed east side of the bridge, where one northbound and one southbound lane will be maintained during this stage.

The following construction activities are anticipated to occur during Stage 2. Timelines are approximate and subject to refinement as construction progresses:

- Site Preparation (September 2028 – October 2028) – Reconfiguration of the work zone, installation of temporary traffic protection measures, and setup of staging areas for west side construction.
- Pre-Demolition Works (September 2028 – November 2028) – Installation of temporary support systems and excavation works required to prepare the west portion of the bridge for demolition.
- Demolition (October 2028 – February 2029) – Removal of the west portion of the existing bridge structure, including the bridge deck and supporting elements.
- Support of Excavation (SOE) and Excavation Works (November 2028 – February 2029) – Continuation of SOE installation between structural elements and parallel to the rail corridor, along with excavation and installation of tiebacks to support the subsequent structural works.
- Bridge Structural Works (January 2029 – May 2030) – Construction of the west side of the new bridge structure, including substructure and deck components.
- Storm Sewer Works (October 2029 – January 2030) – Installation and adjustment of storm sewer infrastructure within the project area.
- Utility Relocation (November 2028 – May 2029, May 2030 – June 2030) – Completion of telecommunication and other utility adjustments required to support the west side reconstruction.
- Road Works (April 2030 – July 2030) – Completion of roadway tie-ins, waterproofing, and asphalt paving on the west portion of the bridge.
- Landscaping (June 2030 – July 2030) – Restoration of disturbed areas within the project limits.
- Completion of West Side (July 2030 – August 2030) – Finalization of all works associated with the west portion of the bridge in advance of final bridge completion works.

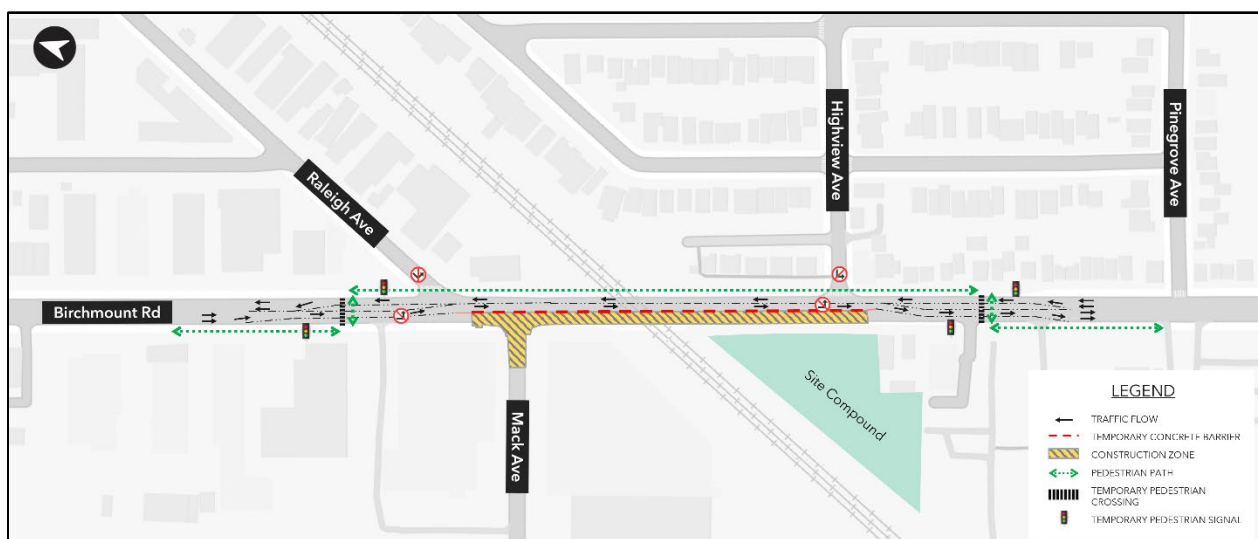


Figure 4 – Birchmount Road Bridge – West Side Reconstruction

Source: Metrolinx

Metrolinx requires the following temporary road closures and associated turning movement restrictions to safely complete the Stage 2 works:

- Temporary closure of the southbound curb and median lanes on Birchmount Road, between Highview Avenue and Mack Avenue. Two-way traffic will be maintained on the northbound lanes on Birchmount Road within the project limits.
- Temporary closure of Mack Avenue at Birchmount Road. Alternative routing will be provided via Danforth Road, Warden Avenue, and Danforth Avenue.
- Temporary closure of the west sidewalk on Birchmount Road, between Highview Avenue and Mack Avenue. The east sidewalk on Birchmount Road will remain available. Pedestrian connectivity around the temporary sidewalk closure will continue to be maintained through temporary mid-block pedestrian traffic signals north and south of the closure.
- Continuation of temporary prohibition of westbound left-turn and southbound left-turn movements at Birchmount Road and Raleigh Avenue due to the temporary traffic configuration within the construction zone. Alternative routing will continue to be provided via Parnell Avenue and adjacent local streets.
- Temporary prohibition of the westbound left-turn and southbound left-turn movements at the intersection of Birchmount Road and Highview Avenue. Alternative routing will be provided via Pinegrove Avenue.
- Temporary additional lane restrictions along Birchmount Road within the project limits may be required during specific construction activities, including support of excavation (SOE) installation, which is anticipated to occur over a short duration of two weeks.

### Stage 3 – Final Bridge Completion (September 2030 – December 2030, inclusive):

Following completion of the east and west portions of the bridge, a final stage of construction will be undertaken to complete the bridge deck and restore full roadway operations across the structure.

During this stage, traffic will be maintained with one northbound and one southbound lane while final works are completed.

The following construction activities are anticipated to occur during Stage 3. Timelines are approximate and subject to refinement as construction progresses:

- Closure Strip and Final Deck Works (September 2030 – December 2030) – Construction of the closure strip to connect the east and west portions of the bridge deck, including final concrete works required to integrate the two halves of the structure into a single continuous bridge.
- Waterproofing and Paving (September 2030 – December 2030) – Installation of waterproofing layers and placement of asphalt base and surface course across the full width of the bridge.
- Final Roadway and Restoration Works (September 2030 – December 2030) – Completion of pavement markings, minor roadway adjustments, and final restoration works within the project limits.

- Reinstatement of Full Traffic Operations (December 2030) – Reopening of the bridge to its full configuration with two northbound and two southbound lanes, along with sidewalks on both sides of the roadway.

Figure 5 shows the traffic management setup during Stage 3.

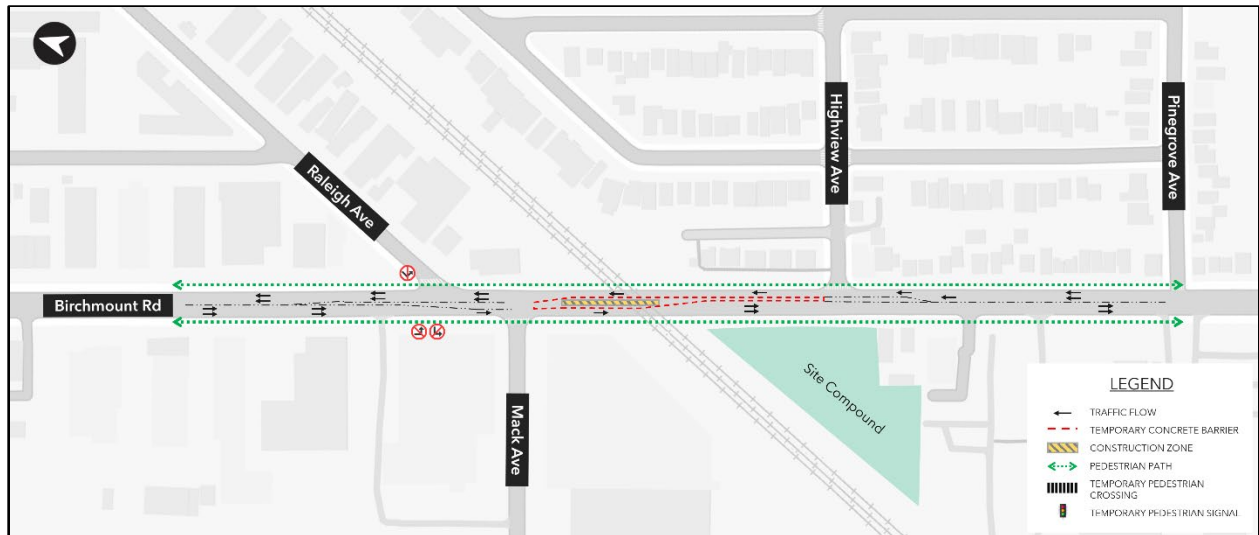


Figure 5 – Birchmount Road Bridge – Final Bridge Completion

Source: Metrolinx

Metrolinx requires the following temporary road closures and associated turning movement restrictions to safely complete the Stage 3 works:

- Temporary closure of the northbound and southbound median lanes on Birchmount Road, between Highview Avenue and Mack Avenue. Two-way traffic will be maintained on the northbound and southbound curb lanes on Birchmount Road within the project limits.
- Continuation of temporary prohibition of westbound left-turn and southbound at Birchmount Road and Raleigh Avenue due to the temporary traffic configuration within the construction zone. Alternative routing will continue to be provided via Parnell Avenue and adjacent local streets.

## Transportation Impacts and Mitigation Measures

### Vehicular Impacts:

As part of the reconstruction of the Birchmount Road bridge, one northbound and one southbound lane will be maintained on Birchmount Road within the construction zone for the majority of the construction period. During short-term construction activities, including support-of-excitation (SOE) installation, additional lane restrictions may be required. These temporary lane restrictions could result in single-lane alternating traffic for a limited duration, anticipated to be approximately two weeks and may result in increased traffic delays.

During Stage 1 (east side bridge reconstruction), two-way traffic will be temporarily maintained on the west side of the bridge. To enhance safety, a temporary “No

Stopping” regulation will be implemented on both sides of the roadway within the construction zone. In addition, vehicular access to Highview Avenue from Birchmount Road will be temporarily restricted, with access maintained via Pinegrove Avenue and adjacent local streets.

At the intersection of Birchmount Road and Raleigh Avenue, vehicular access will be limited to right-in and right-out traffic movements only due to the temporary traffic management configuration, including channelization and taper requirements within the construction zone. Westbound left-turn and southbound left-turn movements will be temporarily prohibited. Alternative routing will be provided via Parnell Avenue and adjacent local streets.

Similarly, at the intersection of Birchmount Road and Mack Avenue, vehicular access will be limited to right-in and right-out traffic movements only. Eastbound left-turn and northbound left-turn movements at this intersection will be temporarily prohibited. Alternative routing will be provided via Danforth Road, Warden Avenue, and Danforth Avenue.

During Stage 2 (west side bridge reconstruction), two-way traffic will be temporarily maintained on the newly reconstructed east side of the bridge. The temporary “No Stopping” regulation will remain in effect on both sides of Birchmount Road within the construction zone. Vehicular access to Mack Avenue from Birchmount Road will be temporarily closed, with access maintained via Danforth Road, Warden Avenue, and Danforth Avenue.

At the intersection of Birchmount Road and Raleigh Avenue, vehicular access will continue to be limited to right-in and right-out traffic movements only. Alternative routing will continue to be available via Parnell Avenue and adjacent local streets.

Additionally, during Stage 2, vehicular access to Highview Avenue at Birchmount Road will also be limited to right-in and right-out traffic movements only. Southbound left-turn and westbound left-turn movements at this intersection will be temporarily prohibited. Alternative routing will continue to be available via Pinegrove Avenue and adjacent local streets.

During Stage 3 (final bridge completion), two-way traffic will be temporarily maintained on the newly reconstructed east and west sides of the bridge. Construction activities during this stage will focus within the centre of the bridge. Temporary concrete barriers and tapers will be used to separate live traffic from the work zone in the centre of the bridge. At the intersection of Birchmount Road and Raleigh Avenue, westbound left-turn and southbound left-turn movements will continue to be temporarily prohibited due to channelization and traffic taper requirements. Alternative routing will remain available via Parnell Avenue and adjacent local streets.

#### Pedestrian Impacts:

Pedestrian access will be maintained throughout the construction period; however, temporary sidewalk closures and pedestrian detours will be required to safely accommodate construction activities.

All temporary pedestrian routes will be clearly signed and designated to maintain safe, continuous, and accessible connections through the construction area.

During Stage 1 (east side bridge reconstruction), the east sidewalk on Birchmount Road, between Highview Avenue and Raleigh Avenue, will be temporarily closed. The west sidewalk will remain available for pedestrian use.

To enable safe pedestrian connectivity around the closure, Metrolinx will install temporary mid-block pedestrian signals on span wire at the following locations:

- Approximately 97 metres north of Mack Avenue.
- Approximately 78 metres south of Highview Avenue.

Pedestrians will be directed to cross at these signalized locations and continue along the west sidewalk within the construction limits.

A sightline analysis was undertaken in accordance with the Transportation Association of Canada (TAC) Geometric Design Guide, confirming that adequate stopping sight distance can be achieved at the proposed signal locations.

During Stage 2 (west side bridge reconstruction), the west sidewalk on Birchmount Road, between Highview Avenue and Mack Avenue, will be temporarily closed. The east sidewalk constructed as part of Stage 1 works, will be opened and maintained for pedestrian use. To maintain safe pedestrian access during this stage, the temporary mid-block pedestrian traffic signals installed as part of Stage 1 will remain in place to facilitate safe pedestrian crossings north and south of the bridge closure area.

During Stage 3 (final bridge completion), both the east and west sidewalks on Birchmount Road will be open and available for pedestrian use. Temporary mid-block pedestrian traffic signals implemented during earlier stages will no longer be required and will be removed. Normal pedestrian operations will be fully restored upon completion of construction.

#### Cycling Impacts:

There are currently no dedicated bicycle lanes on Birchmount Road within the project limits. Cyclists will continue to share the travel lanes with general traffic throughout the construction period. Metrolinx will install clear signage to guide cyclists and motorists through the work zone and support safe operations.

#### Transit Impacts:

Transit service will be maintained throughout the construction period; however, temporary route diversions and stop relocations will be required to accommodate construction activities.

During Stage 1 (east side bridge reconstruction), with the temporary closure of Highview Avenue at Birchmount Road and construction activities along Birchmount Road

between Raleigh Avenue and Highview Avenue, temporary impacts to TTC bus operations are anticipated.

### TTC Route 20 (Cliffside):

TTC Route 20 operates between Main Street Station and Kennedy Station via Danforth Avenue, Birchmount Road, and Highview Avenue.

With the temporary closure of Highview Avenue, Route 20 will be diverted to Pinegrove Avenue. Figures 6 and 7 show the existing bus route and the planned diversion route.

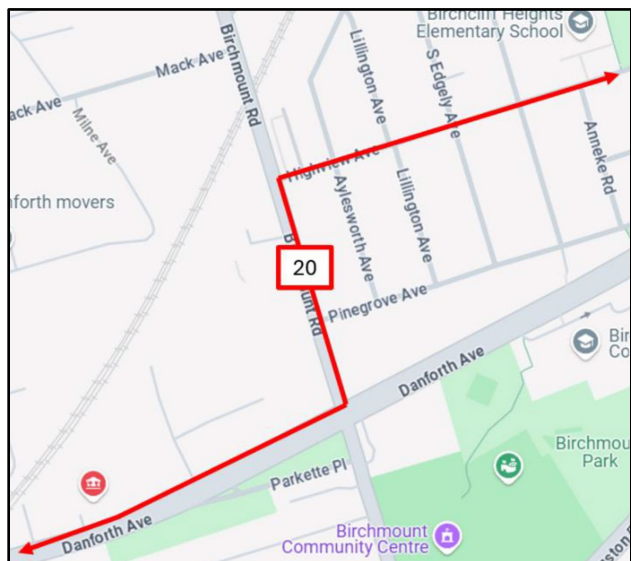


Figure 6 – Existing TTC Route 20 Source: Metrolinx

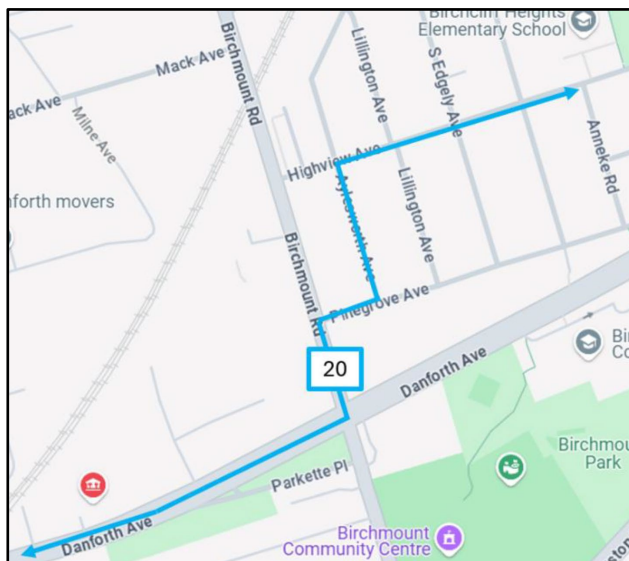


Figure 7 – TTC Route 20 Diversion Source: Metrolinx

The following existing bus stops will not be served:

- Westbound bus service on Highview Avenue at Birchmount Road (Stop no. 2695).
- Eastbound bus service on Highview Avenue at Aylesworth Avenue (Stop no. 1145).

Temporary replacement stops will be provided at:

- The northeast corner of Pinegrove Avenue and Birchmount Road (serving westbound service).
- The southeast corner of Highview Avenue and Aylesworth Avenue (serving eastbound service).

Final location of temporary bus stops will be confirmed through coordination between Metrolinx and TTC.

### TTC Route 117 (Birchmount South):

TTC Route 117 operates between Warden Station and Victoria Park Station via St. Clair Avenue East, Birchmount Road, Kingston Road, and Victoria Park Avenue.

There will be no diversion of the TTC Route 117 service; however, with reduced road capacity along Birchmount Road within the project limits, TTC buses may experience increased travel times within the construction zone, particularly during peak periods.

The following southbound stops will be relocated:

- Birchmount Road at Highview Avenue (Stop no. 7549) – relocated south.
- Birchmount Road at Mack Avenue (Stop no. 7554) – relocated north.

The following northbound stops will be relocated:

- Birchmount Road at Highview Avenue (Stop no. 7550) – relocated south.
- Birchmount Road at Raleigh Avenue (Stop no. 7557) – relocated north.

Final location of temporary bus stops will be confirmed through coordination between Metrolinx and TTC.

During Stage 2 (west side bridge reconstruction), TTC Route 20 will continue to operate on the approved diversion via Pinegrove Avenue due to temporary turn restriction at the intersection of Birchmount Road and Highview Avenue. Bus stop relocations implemented during Stage 1 will remain in place. Additionally, TTC Route 117 will continue to operate with the temporary stop adjustments established during Stage 1 to maintain safe and accessible service.

During Stage 3 (final bridge completion), transit operations will generally remain consistent with Stage 2 conditions while final bridge works are completed.

Upon completion of construction, TTC Route 20 and 117 will be restored to their original alignments, and all bus stops will be reinstated to their pre-construction locations.

Throughout construction, Metrolinx, the TTC, and the City will maintain close coordination to monitor transit operations, and ensure passenger safety, accessibility, and service reliability.

#### Parking Impacts:

To facilitate TTC bus detours and maintain safe and efficient traffic operations during construction, existing 3-hour maximum on-street parking along the affected roads will be temporarily removed and replaced with “No Stopping” traffic regulation for the duration of the project.

The following temporary traffic bylaw regulations will be implemented for the duration of the project:

Pinegrove Avenue:

- No Stopping on the south side of Pinegrove Avenue, between Aylesworth Avenue and Birchmount Road.

- No Stopping on the north side of Pinegrove Avenue, between Aylesworth Avenue and a point 20 metres west.

Due to existing driveway locations, the number of affected parking spaces on Pinegrove Avenue is expected to be up to two parking spaces impacted on the north side and up to eight parking spaces on the south side of the street.

Aylesworth Avenue:

- No Stopping on the east side of Aylesworth Avenue, between Pinegrove Avenue and a point 8 metres north.
- No Stopping on the east side of Aylesworth Avenue, between Highview Avenue and a point 17 metres south.
- No Stopping on the west side of Aylesworth Avenue, between Highview Avenue and Pinegrove Avenue.

Due to existing driveway locations, the number of affected parking spaces on Aylesworth Avenue is expected to be up to two parking spaces impacted on the east side and up to ten parking spaces on the west side of the street.

These temporary traffic bylaw modifications will remove existing 3-hour maximum parking within the identified limits. The proposed restrictions are required to support TTC bus operations, facilitate turning movements along diversion routes, and maintain safe traffic flow within the surrounding road network.

#### School Impacts:

There are several schools and learning centres located within the broader study area surrounding the Birchmount Road bridge; however, none are located directly adjacent to the construction limits. To support safety and minimize impacts, advanced notice of construction activities will be provided to nearby schools.

#### Emergency Vehicle Impacts:

Emergency services access will be maintained throughout the construction period.

Fire Station 225 (3600 Danforth Avenue), Toronto Paramedic Services Station 42 (1532 Kingston Road), and Toronto Police Service 41 Division (2222 Eglinton Avenue East) will continue to serve the surrounding neighbourhood.

While temporary road closures and lane restrictions may result in minor detours and localized delays, access for emergency vehicles will be maintained at all times through the implementation of appropriate traffic management measures.

To support emergency response operations:

- Construction staging and traffic control plans will accommodate emergency vehicle access through the work zone.

- Traffic control persons will be deployed, as required, to facilitate safe and efficient passage of emergency vehicles.
- Coordination with emergency service providers will be maintained throughout construction to address any operational concerns.

#### Property and Business Access Impacts:

Metrolinx will ensure that public road access to all businesses and properties within the construction zone is maintained throughout the project. While temporary traffic restrictions will result in indirect access for some locations, no properties will be isolated.

During Stage 1 (east side bridge reconstruction), Highview Avenue will be temporarily closed at Birchmount Road to accommodate construction staging. Access to impacted properties will be maintained via Pinegrove Avenue and adjacent local streets. Access to 351 Birchmount Road (Scarborough Firefighter's Retirees' Association Museum) will be maintained via Pinegrove Avenue.

At the intersection of Birchmount Road and Raleigh Avenue, due to the temporary turning movement prohibition, vehicular access will be limited to right-in and right-out movements only. Alternative routing will be available from Parnell Avenue and adjacent local streets.

Access to 389 Birchmount Road (car dealership) will be maintained from northbound Birchmount Road and via the diversion route through Parnell Avenue. Additionally, the property municipally known as 381 Birchmount Road has been acquired by Metrolinx and will not require business access during construction. Furthermore, northbound left-turn movements into 380, 390, and 400 Birchmount Road will be restricted due to traffic control measures extending approximately 130 metres north of Raleigh Avenue. Access to these properties will be maintained via southbound Birchmount Road.

During Stage 2 (west side bridge reconstruction), access to all properties will continue to be maintained; however, certain turning restrictions implemented during Stage 1 will remain in effect.

With the reopening of Highview Avenue, access to 351 Birchmount Road will also be available from northbound Birchmount Road; however, westbound and southbound left-turn movements at this intersection will remain restricted.

At the intersection of Birchmount Road and Raleigh Avenue, vehicular access will continue to be right-in and right-out movements only. Alternative routing for properties along Raleigh Avenue will continue to be from Parnell Avenue and adjacent local streets.

Access to 389 Birchmount Road (car dealership) will continue to be available from northbound Birchmount Road and via the diversion route through Parnell Avenue.

Northbound left-turn restriction to 380, 390, and 400 Birchmount Road will remain in place, with access maintained via southbound Birchmount Road.

During Stage 3 (final bridge completion), access to properties and businesses will generally improve as construction activities are limited to the central portion of the bridge; however, some turning restrictions will remain in place due to traffic management configuration requirements.

At the intersection of Birchmount Road and Raleigh Avenue, vehicular access will continue to be limited to right-in and right-out movements only. Westbound and southbound left-turn movements will continue to be temporarily prohibited.

Access to properties along Birchmount will be as follows:

- 400 Birchmount Road – Northbound left-turn access will be restored.
- 380 and 390 Birchmount Road - Northbound left-turn access will remain restricted due to traffic taper requirements; access will continue to be provided via southbound Birchmount Road.

At the intersection of Birchmount Road and Highview Avenue, full vehicular access will be restored, with all turning movements permitted.

Upon Stage 3 completion, all remaining temporary restrictions will be removed and normal access patterns will be fully reinstated.

#### Haul Routes:

Construction-related truck traffic associated with the Birchmount Road bridge reconstruction will be managed through designated haul routes to minimize impacts on the surrounding road network and local neighbourhoods.

Construction activity at this site is anticipated to generate relatively low volume of truck traffic:

- Up to 10 trucks per day during peak construction periods.
- Peak hour activity is not expected to exceed approximately 5 trucks per hour.

Figure 8 shows the Metrolinx proposed haul routes to the Birchmount Road bridge reconstruction site.

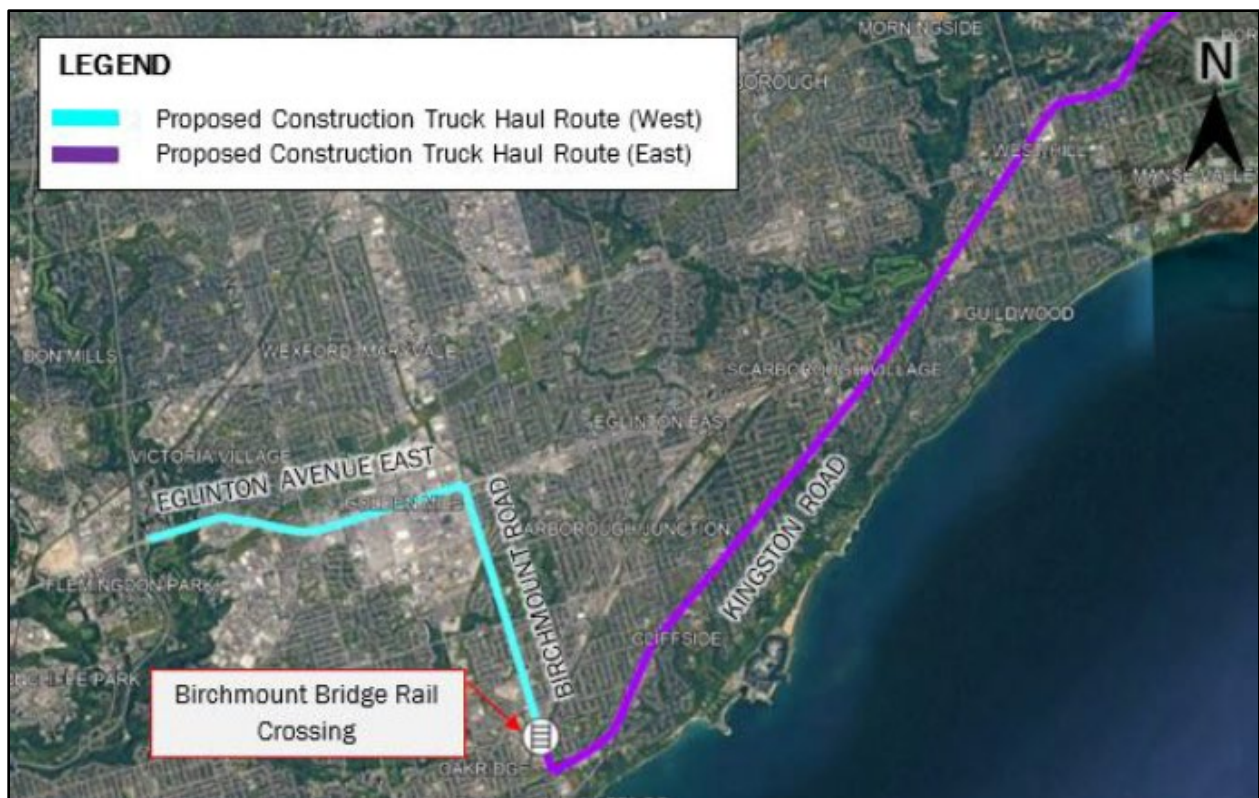


Figure 8 – Proposed Haul Routes

Source: Metrolinx

Truck haul routes have been selected to prioritize arterial roadways and avoid travel through residential areas. Truck movements will primarily occur via Birchmount Road, with access to the regional road network via Eglinton Avenue East and Don Valley Parkway. Additionally, Kingston Road can be utilized for movement to and from the east.

Truck operations will:

- Utilize designated truck routes wherever possible.
- Limit travel on local roads to immediate area surrounding the site (i.e. last mile access).
- Adhere to all existing turn restrictions and heavy vehicle restrictions within the road network.

To minimize impacts associated with construction vehicle movements:

- All trucks will enter and exit the site in a forward motion.
- Traffic control persons will be deployed at site access points, as required.
- Construction vehicle movements will be monitored and adjusted, where necessary, to address operational and safety concerns.
- No staging or idling of construction vehicles will be permitted on local residential streets.
- Enhanced signage, pavement markings, and lighting to improve visibility for all road users.

- Regular sweeping and surface maintenance to remove dirt and debris tracked by haul trucks.

## **Construction Mitigation Measures**

City staff will coordinate with Metrolinx and its contractors to implement safe work zone accommodations that ensure safety and mobility of all road users during reconstruction of the Birchmount Road bridge. The following outlines the key mitigation measures that City staff will require Metrolinx's contractors to include as part of their construction plans and staging permits.

### Pedestrians:

City staff will work closely with Metrolinx and its contractors to maintain safe and accessible pedestrian connectivity within the active work zone.

At all times, the contractor will ensure pedestrian walkways are kept clear of dirt, loose material, snow and ice and will install temporary curb ramps where necessary. Adequate sightlines will be maintained at all site access points, with TCPs positioned to prevent conflicts between pedestrians and construction vehicles.

Sidewalk closures will not be permitted unless safe and controlled pedestrian crossings are fully installed and operational. Where controlled pedestrian crossings (i.e. temporary signalized crossings) are not yet in place, the contractor will be required to provide continuous (24 hours a day and 7 days a week) Traffic Control Persons deployment to facilitate safe pedestrian crossings.

### Bicyclists:

Metrolinx will maintain safe and continuous cycling access throughout construction by implementing appropriate controls within the work zone.

There are no dedicated bicycle lanes on Birchmount Road, and cyclists will continue to share travel lanes with general traffic. Clear directional signage and shared lane markings will be provided to guide cyclists safely through and around the construction area. "Share the Road" signage will be installed, as appropriate, to advise motorists of the presence of cyclists and to promote safe interactions within the constrained roadway environment. Additionally, "Single File" signage will be installed to direct cyclists and motorists to travel in a single file formation through the work zone.

### Transit Users:

City staff will coordinate with Metrolinx and TTC to minimize impacts to transit operations and maintain safe, accessible, and reliable service throughout construction. Temporary route diversion and bus stop relocations will be implemented as required. Final locations of temporary bus stops will be confirmed through coordination between Metrolinx and the TTC to ensure safe and accessible service.

All temporary bus stop locations will be designed to meet TTC accessibility and design standards and will be clearly signed to guide transit users to relocated boarding locations.

City staff, Metrolinx, and the TTC will monitor transit operations and implement adjustments, as required to maintain service reliability and minimize delays. These measures may include signal timing optimization and deployment of traffic control persons, where necessary.

### Motorists:

Metrolinx will implement a range of measures to maintain safe and efficient traffic operations and to minimize disruption to motorists during construction.

Advanced advisory signage, including portable variable message signs, will be installed at key locations to inform motorists of upcoming lane closures, traffic shifts, and changes in traffic operations. Project updates will also be communicated through public notices and other available communication channels to inform road users of construction activities and associated impacts.

All temporary road closures and lane restrictions will be submitted through the City's Road Disruption Activity Reporting System (RoDARS) and shared with navigation service providers (e.g. Google, Waze) to support real-time route planning and improve network efficiency.

City staff, in coordination with Metrolinx, will monitor traffic conditions throughout construction and adjust traffic signal timing, where required, to respond to changing traffic patterns and minimize congestion.

To support safe and efficient vehicle movements:

- Traffic Control Persons (TCPs) will be deployed at key locations, including site access points, as required.
- Temporary traffic control devices, including signage, barriers, and pavement markings, will be implemented to guide motorists through the work zone.
- Truck movements will be managed in accordance with approved haul routes, with no staging or idling permitted on local roads.

These measures will help maintain safe traffic operations for all road users while minimizing disruption to the surrounding community.

### **Permit Requirements**

In accordance with City of Toronto Municipal Code Chapter 743, Streets and Sidewalks, Use of, Metrolinx's contractor will be required to obtain the necessary permits prior to undertaking any street work or temporary occupation within the public right-of-way.

As part of the permit application, the contractor will be required to submit detailed traffic control plans and supporting documentation that comply with the applicable City and

Provincial standards, including the Ontario Traffic Manual (OTM) Book 7 and Book 18. The permit application must include:

- Detailed scope of work, location, and schedule.
- Technical drawings and traffic control plans.
- A haul route plan.
- Proof of insurance coverage.
- Application fees and supporting documents as prescribed under Chapter 743.

All submissions will be reviewed by Transportation Services staff to ensure that the safety and mobility needs of all road users, adjacent properties, and local businesses are maintained. Upon permit issuance, City staff will monitor field implementation to ensure compliance with the approved traffic control plans.

### **Permit Review Principles**

Permit applications, including the associated traffic control and haul route plans, will be reviewed in accordance with the following guiding principles:

- Vision Zero – Safe accommodation of all road users, especially pedestrians and cyclists, in construction zones including conformance with the Accessibility for Ontarians with Disability Act (AODA) guidelines.
- Traffic Control – Traffic signage and temporary control devices designed as per OTM Book 7, 12, and 18 guidelines.
- Access – Maintain access for emergency services, transit vehicles, residences, and businesses.
- Parking – Minimize impacts on on-street parking.
- Traffic Calming – Minimize neighbourhood infiltration and implement any temporary traffic calming measures, where necessary, to discourage speeding.
- Network Operation – Limit disruption to the overall road network, adjacent land uses, and noise-sensitive land uses.
- Pedestrian Safety – Minimize conflicts between pedestrians and construction vehicles specifically at the site access points.
- Haul Route Control – Ensure no construction trucks operate on residential streets and comply with designated haul routes.
- Signal Operations – Adjust traffic signal timing, as required, for efficient traffic flow in the area.
- Coordination – Synchronize works with nearby projects to avoid simultaneous closures on parallel or intersecting routes.

### **Permit Conditions**

Upon satisfactory review of permit application, and the payment of all applicable fees, the General Manager, Transportation Services, may issue the permit specifying the approved duration, location, and right-of-way limits for occupation and street work. The permit will include both standard (Appendix A of Chapter 743) and project-specific conditions, which may include, but are not limited to:

- Advanced construction notification to the City work zone traffic coordinator, affected businesses and residents.

- Work location and specific work hours.
- Road Disruption Activity Reporting System (RoDARS) notification.
- Special accommodations for pedestrians and cyclists safety including AODA requirements.
- Provisions of trained traffic control persons or paid-duty police officers.
- Enhanced traffic signage.
- Time or route restrictions on construction vehicle movements.
- Work zone and adjacent street cleaning.
- Work zone lighting.
- Restriction on construction crew private vehicle parking in work zones or on the City roads.
- Restriction on haul trucks staging and idling on the City roads.

Transportation Services staff will continue to monitor Metrolinx contractor's permit compliance throughout construction and reserve the right to modify or revoke permits should safety, access, or coordination issues arise.

### **Communication and Community Engagement**

City staff will work closely with Metrolinx and its contractors to ensure that residents, businesses, and stakeholders are kept informed throughout the construction period.

Metrolinx will provide advance notice of construction activities, including information on upcoming work, anticipated impacts, and mitigation measures. Notifications will be distributed through a combination of methods, including direct delivery to affected properties and other appropriate communication channels.

A dedicated 24-hour contact phone number and email address will be maintained by Metrolinx to allow residents and businesses to report concerns and seek information. All inquiries will be logged and responded to in a timely manner, in coordination with City staff, as required.

Concerns received through the 311 service or through the local Councillor's office will be directed to the appropriate Metrolinx project team for follow-up and resolution.

City staff will continue to coordinate with the local Councillor's office and provide regular updates on construction activities, impacts, and mitigation measures. Briefings will be provided, as required, to support communication with the community.

Metrolinx will also work with local businesses and community stakeholders to minimize disruption during construction. Efforts will include maintaining pedestrian access, supporting commercial activities where feasible, and coordinating construction activities around local events, where possible.

Work zones will be maintained in a safe, clean, and well-lit condition, and efforts will be made to minimize the footprint of construction activities and restore road space as soon as possible.

## **CONTACT**

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## **SIGNATURE**

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Gregg Loane  
Acting Deputy General Manager  
Transportation Services

## **ATTACHMENTS**

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