

The Georgetown South (GTS) Project will provide infrastructure improvements to meet existing GO Transit ridership demand and future growth. It will also accommodate the new Air Rail Link between Union Station and Pearson International Airport.

A major part of this project includes the design and construction of the Strachan Avenue Overpass.

What are we doing?

- Lowering the rail corridor from Bathurst to King Streets
- Rail corridor to be lowered by about 5 metres;
- Strachan Avenue crossing will be raised by at most 2-3 metres at the crossing
- Temporary detour realignment of Strachan Avenue

Project Benefits

- **Improved Safety**
Removal of existing GO railway level crossings
- **Improved Traffic Flow**
Less railway level crossings reduces waiting time for trains to pass and improves emergency response times
- **Improved Pedestrian and Cycling Access**
The new overpass will accommodate bicycle lanes and sidewalks

Feedback from Community Meetings in April 2009

What you told us	What we did
Lowering the rail corridor is the only option to maintain reasonable non-vehicular access to the waterfront and South Liberty.	The current design lowers the rail corridor and raises Strachan Avenue.
Intersection of Strachan with Douro/Wellington should not be adversely impacted.	The road profile will have minimal impacts to the intersection.
Concern that possible double hump on Strachan Ave. Overpass will reduce accessibility for those with mobility issues.	A flatter road profile has been designed to accommodate pedestrian and cycling traffic flows.
Concern that some options will adversely impact neighbourhood look/feel/integrity.	We are soliciting feedback from the community on the design.

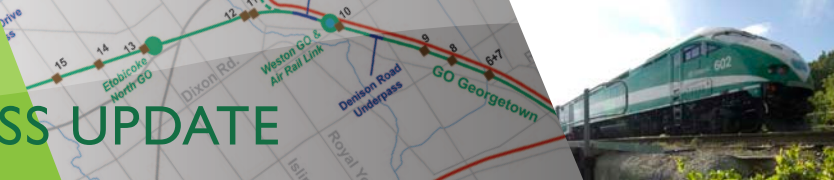
Looking north toward proposed Strachan Overpass



12-month look ahead

- Overpass alignment and design to be completed by mid-2011
- Construction to start January 2011
- North wall of the corridor to be built near Fort York Pedestrian Bridge Project - also set to start in winter 2011 work is being coordinated with the City of Toronto
- Main construction to start in summer 2011





General Construction

- GO Transit is working to minimize construction impacts and traffic disruptions as much as possible
- The majority of the work will take place during regular construction hours from 7 a.m. to 7 p.m. weekdays
- When necessary, work outside these hours will be communicated in advance

Traffic Impacts

- During bridge construction, there will be a temporary road detour of Strachan Avenue in 2012
- Anticipated short-term road closure at Strachan Avenue will be needed in 2013

Noise and Vibration

- There will be some noise and vibration due to the construction, but we will use construction methods to minimize these impacts
- GO Transit is now conducting a detailed noise and vibration study that will recommend site-specific mitigation solutions to address noise and vibration issues both during construction as well as when the increased service is in operation. We will share the report and recommendations with the community once it is completed in early 2011.

Next steps

- **Online Feedback**
The community will be able to comment on the design using our website: www.gotransit.com/gts
- **Report Back**
We will compile everyone's feedback and report back to the community in early December

GO Transit Strachan Community Office

Throughout the entire project, we will be in the community to answer your questions, provide information and ensure that we minimize the impact on the community.

The Strachan Community Office is located at the corner of King Street West and Strachan Avenue.

901 King Street West

416-581-1300
gts@gotransit.com

Office Hours

Monday, Wednesday–Friday: 8:30 a.m. – 5:30 p.m.
Tuesday: 10 a.m. – 8 p.m.

FAQs

Q: Why can't Strachan Avenue Overpass be at grade?

A: The railway corridor would have to be lowered by as much as 10 metres in order to accommodate the bridge/road depth (1.2 metres), the overhead clearance for railway electrification (7.4 metres) and the trackwork/slab construction (1.4 metre). Any lowering will impact extensively on the existing utilities - gas mains, power cables, water mains, sewers, phone cables, as well as railway corridor communication fibres.

Q: What is the first step in construction?

A: The first step for the overpass is utility relocation and enabling works. There are numerous communication cables, gas mains, hydro lines, conduit structures, duct structures and large sewer tunnels (up to 3 metres in diameter) in the corridor. Because the rail corridor is to be lowered, these utilities need to be moved or included in the overpass design. Building the north wall of the corridor, especially near the Fort York Pedestrian Bridge Project and Strachan Avenue are key first steps to prepare for the main construction phase.

Q: How will properties be impacted by the construction?

A: No permanent property acquisitions are planned. Some access to buildings or properties may be required in the area of the bridge construction. There will be some temporary easements required for the temporary road diversion. Additionally, there will be some lands directly along the corridor that will be used for construction staging. Before construction begins, pre-condition surveys will be carried out on some buildings and a number of residential buildings within a 100m from any source of construction vibration.

