
KING-BATHURST

ONTARIO LINE SUBWAY

15.6 kilometres long

15 stations

As frequent as every 90 seconds during rush hour

227,500 more people within walking distance to transit

388,000 daily boardings

40+ connections to other transit options

Up to 47,000 more jobs accessible in 45 minutes or less, on average

28,000 fewer car trips off the road each day

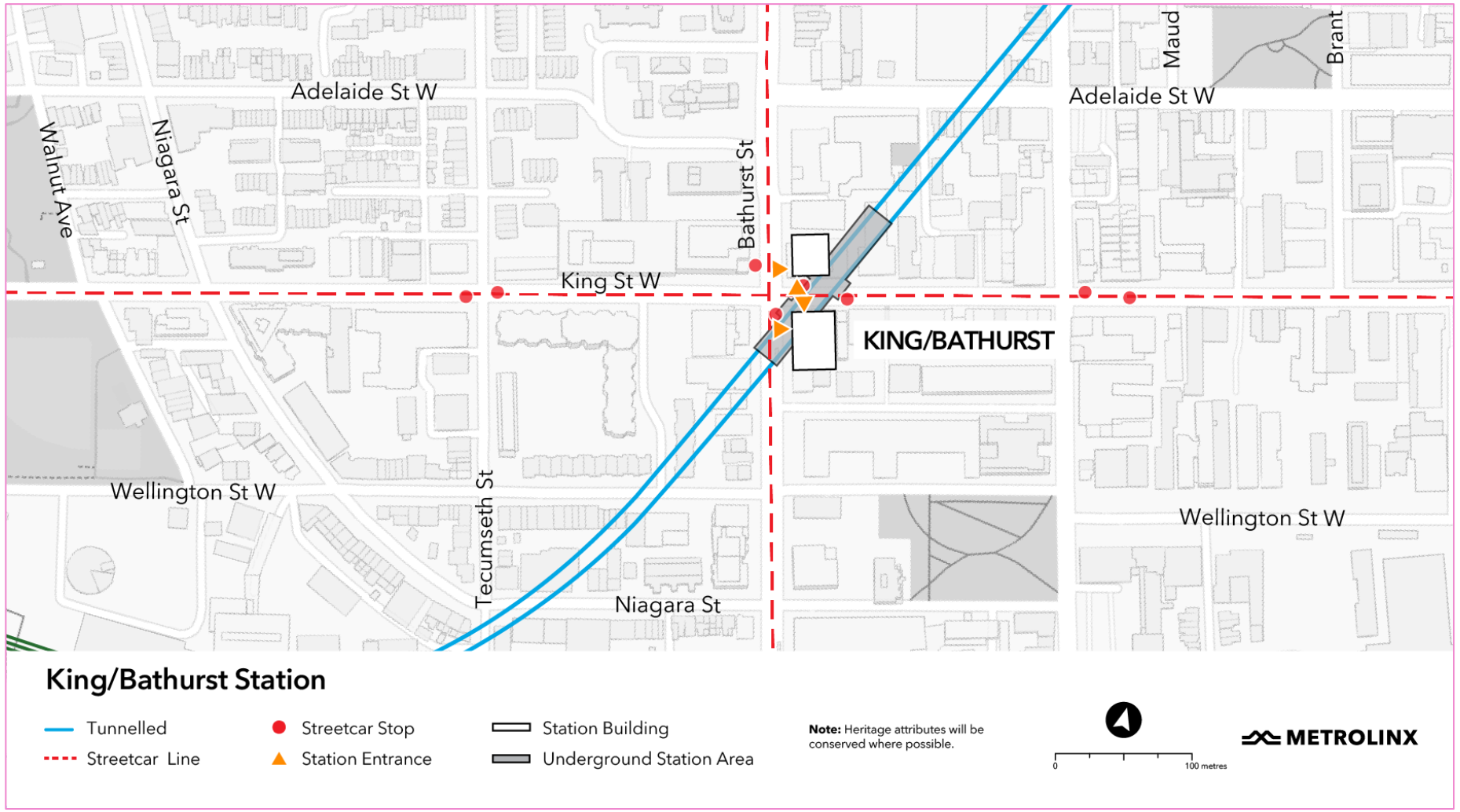
METROLINX

A NEW SUBWAY LINE & STATION SERVING KING STREET WEST & BATHURST STREET

- King & Bathurst Station will create a direct connection to tomorrow's integrated rapid transit network, **bringing the subway system closer to many homes and businesses in the community**.

- The Ontario Line will make traversing downtown convenient and connecting to regional transit much easier.

- The station will serve 27,000+ people in the area, within walking distance to the station, with 5,100 customers using the station during the busiest hours.



WHAT'S HAPPENING AT KING-BATHURST?

Major excavation activities are underway at King-Bathurst

- **Excavation** is taking place at both the north site and the south site.
- Cavern work has started; this is the process of hollowing out the future station waiting area at track level.
- **Foundational supports** are in place across both sites.

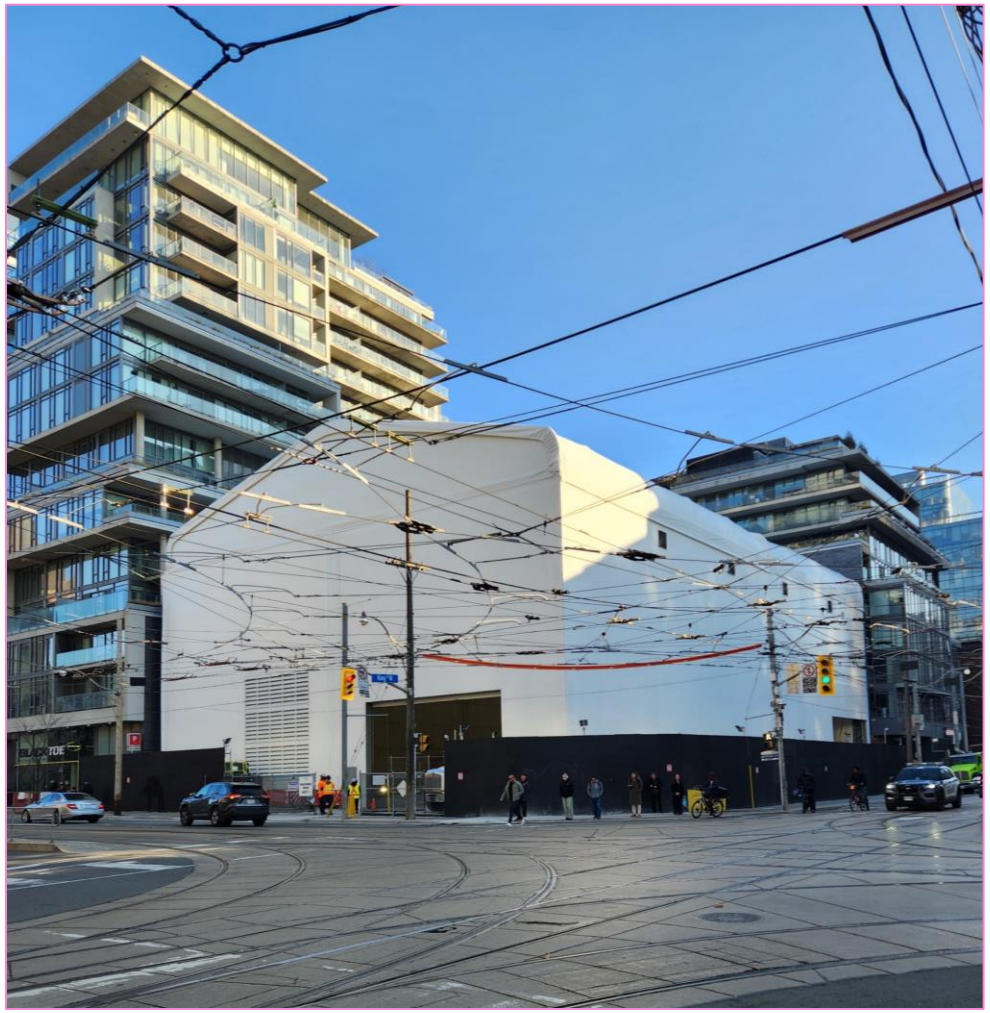
Scan the QR code for the latest construction notices or visit metrolinx.com/ontarioline

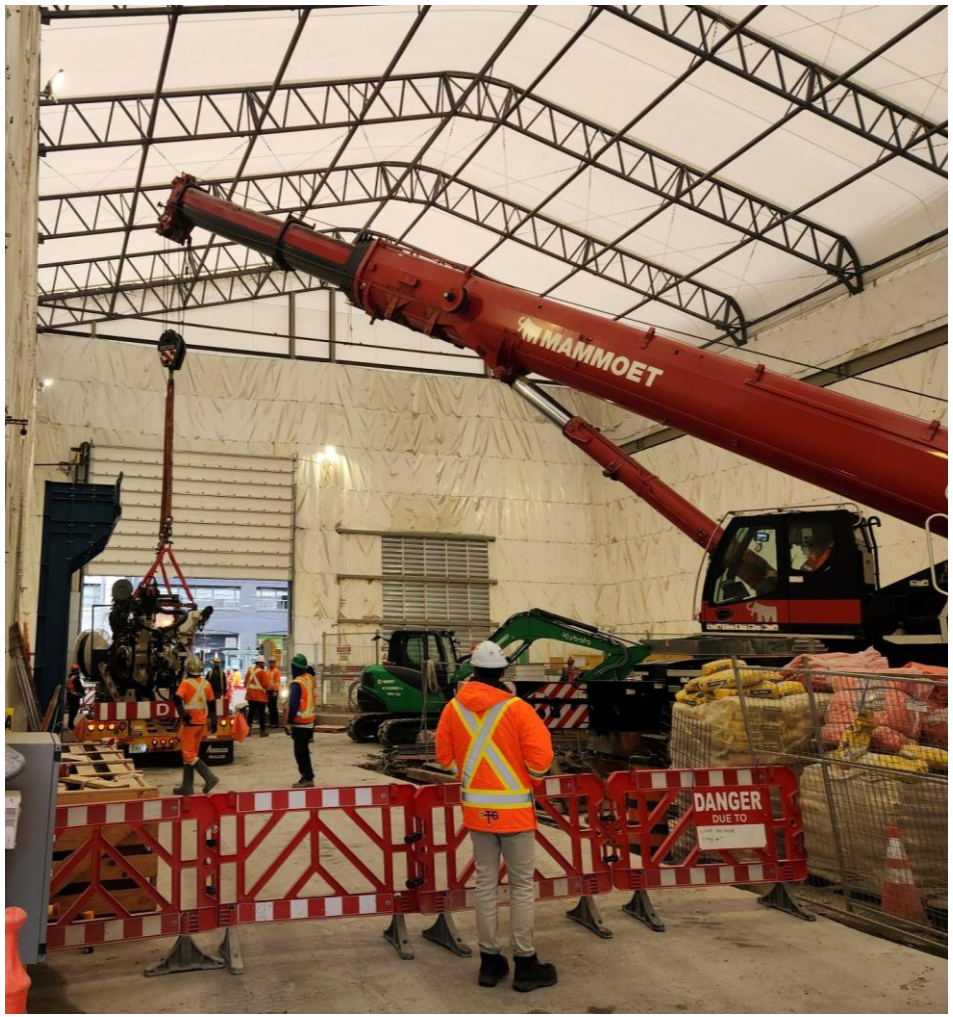
Ongoing excavation at the southeast corner of King Street West and Bathurst Street

KING-BATHURST ACOUSTIC SHELTER

- On the north construction site at King-Bathurst, **an acoustic shelter has been built over top of the excavation shaft.**

- This structure protects the site from inclement weather and helps to lessen noise impacts due to the24/7 construction work.





***Left**: Exterior of the shelter from the NW corner of King Street West and Bathurst Street* **Right**: *Mobile crane working inside the shelter at King-Bathurst*

EXCAVATION PROGRESS: NORTH STATION SITE

- Ongoing cavern excavation is underway with crews removing soil and rock to shape the underground station space, where the future Ontario Line tunnels and station platforms will be.

- As excavation progresses, crews will install support systems to stabilize the cavern and prepare for the future tunneling work.

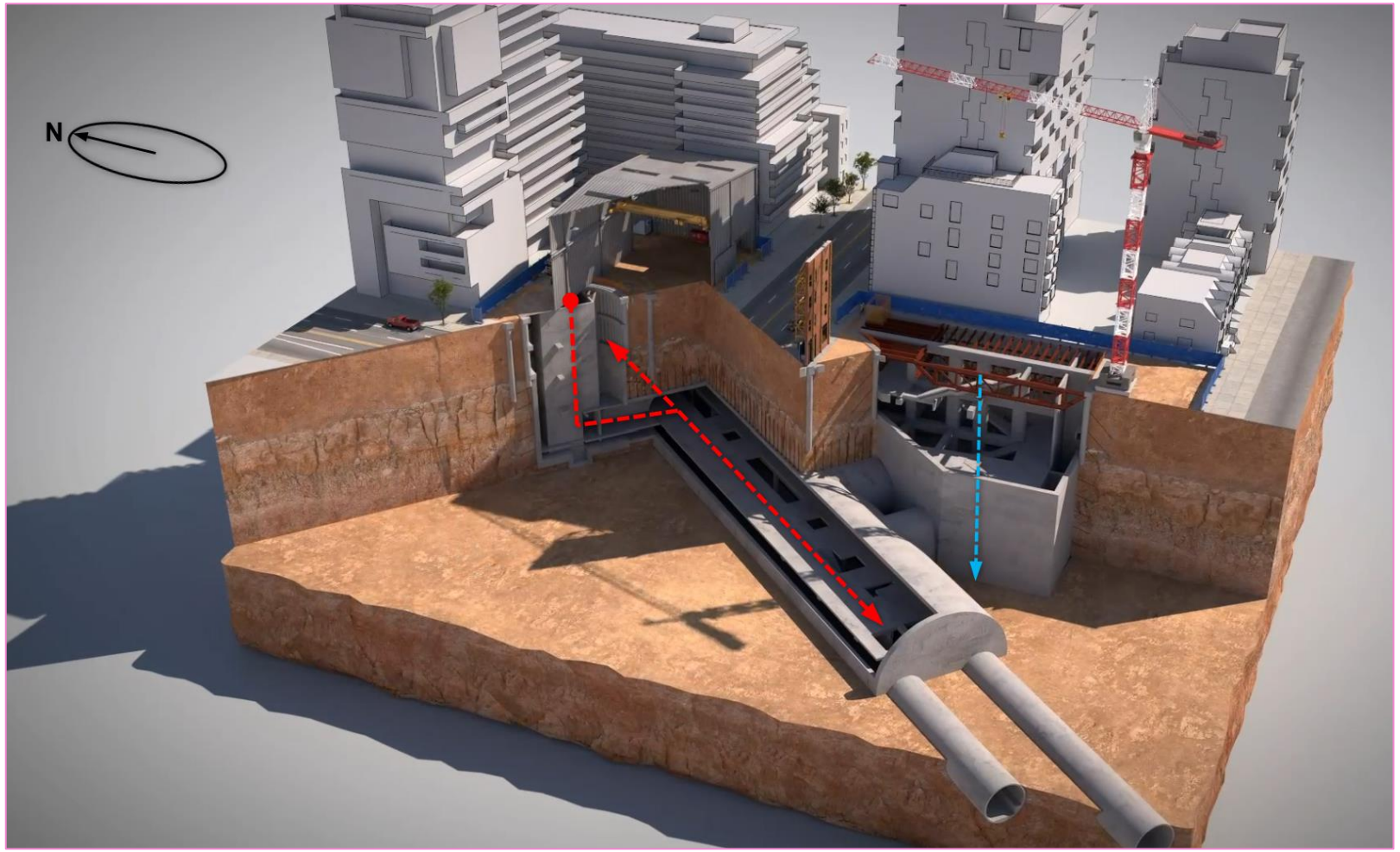
Scan the QR code for the latest construction notices or visit metrolinx.com/ontarioline

***Left**: The roadheader machine working on the cavern at King-Bathurst; **Right**: King-Bathurst excavated shaft*

CAVERN EXCAVATION

- The cavern is a below-ground excavated portion of the station that connects the north site to the south site and will eventually be the station passenger platform and waiting area. It is also where the tunnel boring machines will pass in the future.

- Specialized equipment, including roadheaders, rock bolters and shotcrete machines, are used during cavern excavation.



Artists rendering of station shaft and cavern to be constructed at the future King-Bathurst site; all drawings subject to change.

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FOCUS ON: CAVERN EXCAVATION

- The **cavern is a below-ground excavated portion of the station** that connects the north site to the south site and will eventually act as the station platform and waiting area. It is also where the tunnelling will pass in the future.

- Specialized equipment known as **roadheaders**, **rock bolters** and **shotcrete** machines are key in the sequential excavation method used for this station cavern work.

- Work is continuous and occurring 24/7 within the cavern.

- In the future, **tunnel boring machines will move through the cavern at the station site**.

Roadheader machine in use at King-Bathurst site

Ontario Line

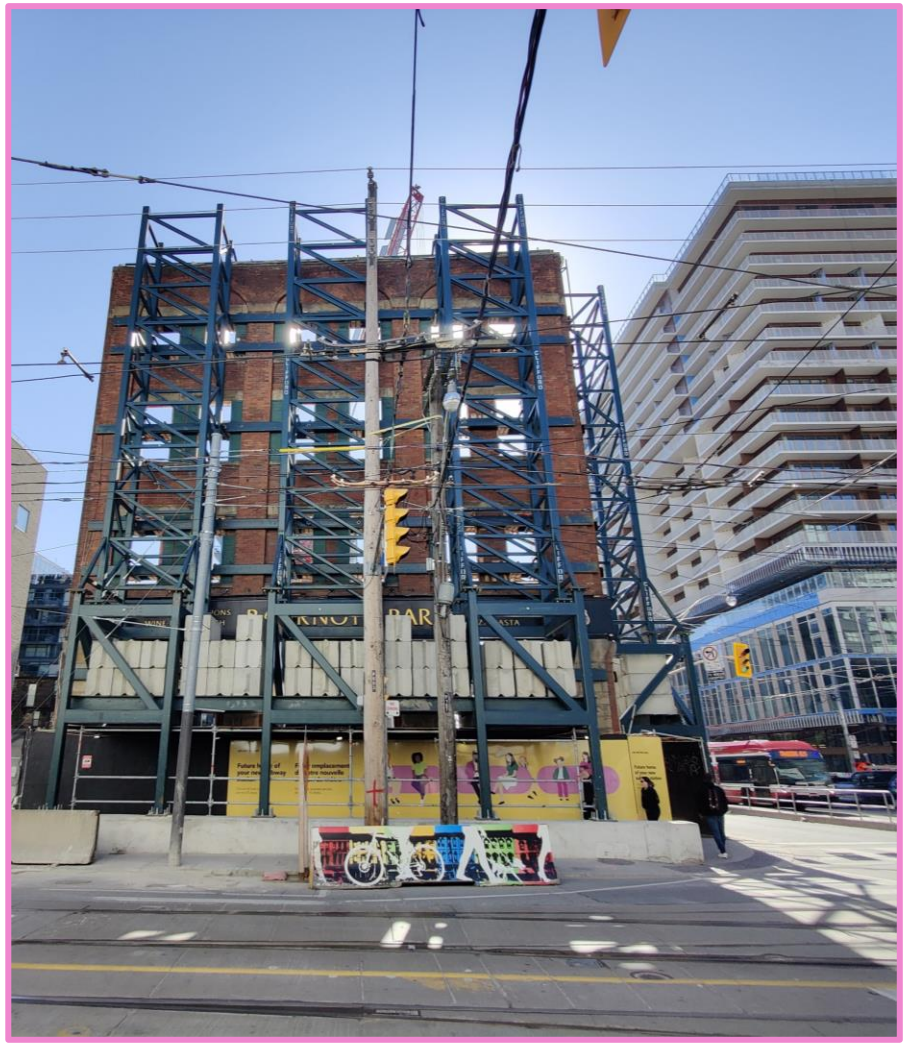
Roadheader machine in use at King-Bathurst site

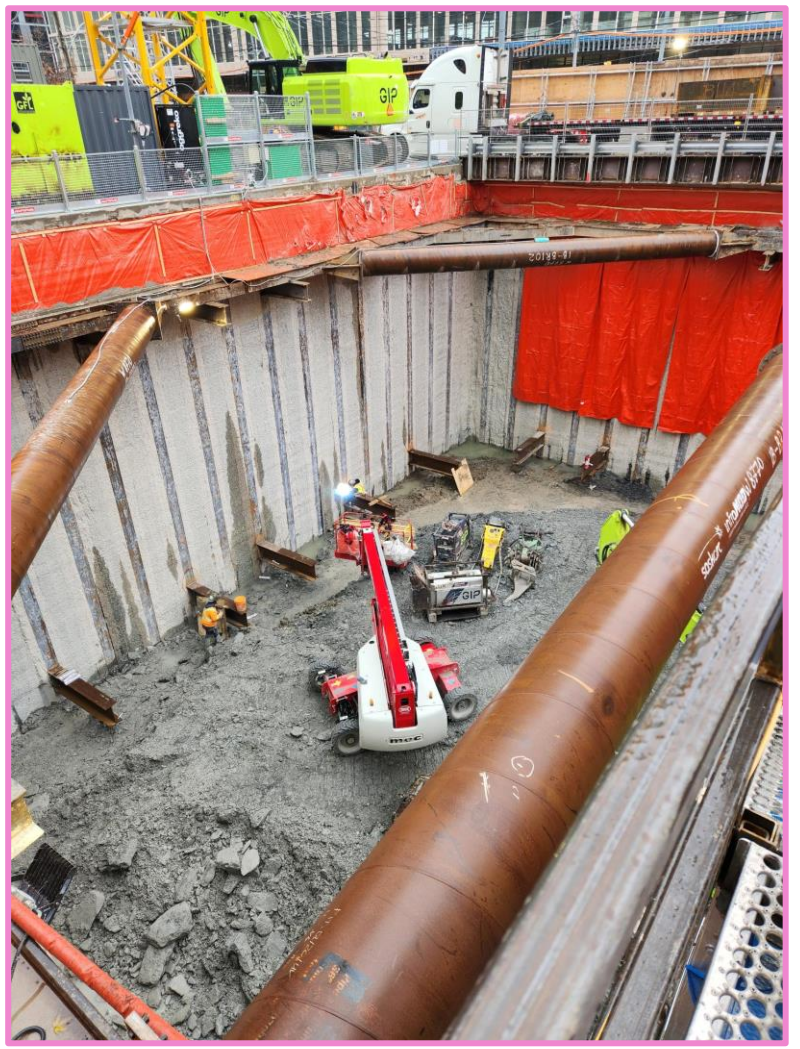
EXCAVATION PROGRESS – SOUTH STATION SITE

- Behind the retained heritage façade on King-Street West **crews are excavating the space that will become the primary station entrance & platform access**, also known as the station shaft.

- This future-station site will house elevators and escalators to guide passengers to the Ontario Line platform level.

- Large metal beams called **struts and walers** will be installed across the site to add support.



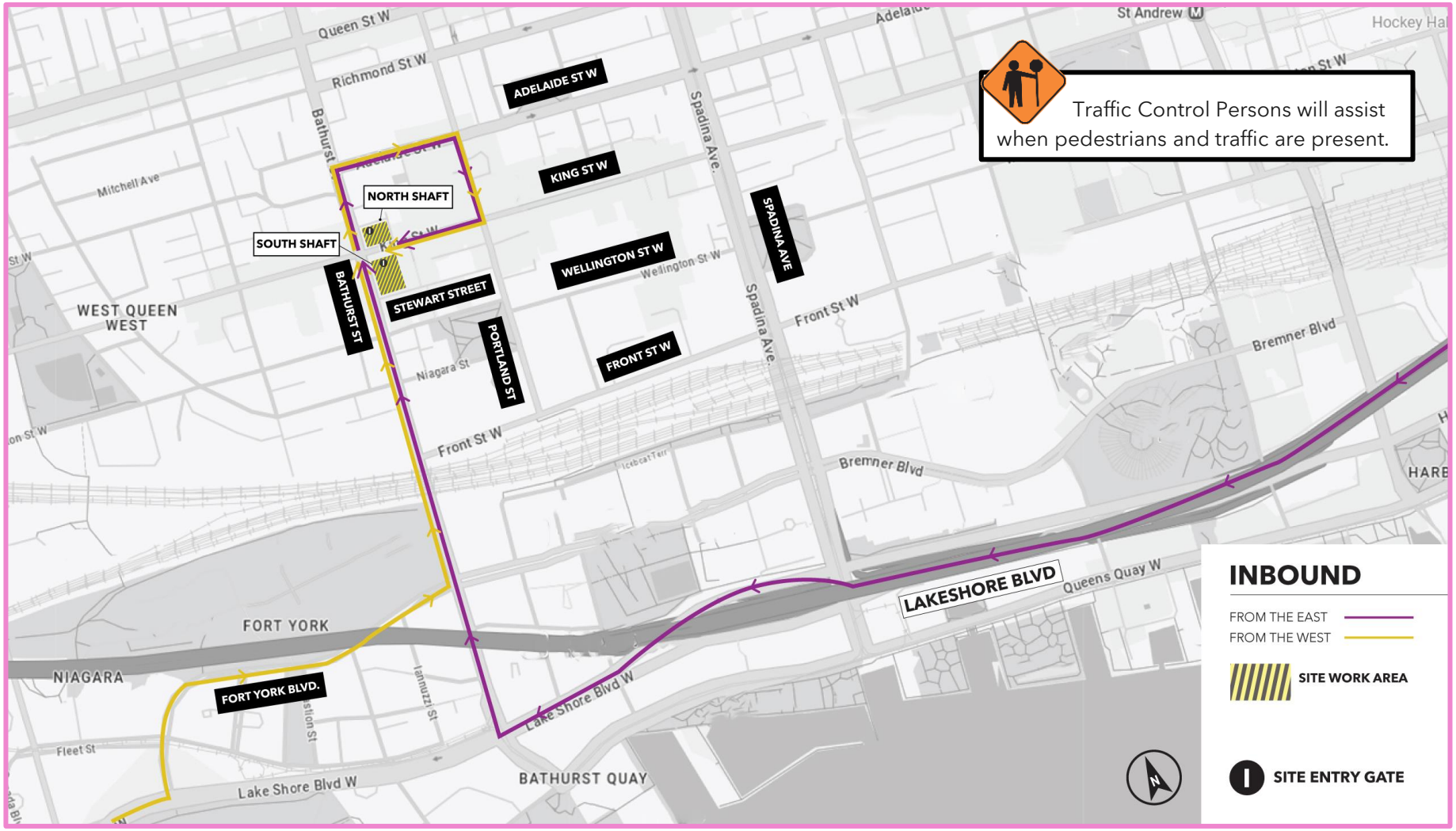


***Left**: King-Bathurst Station south site;* ***Right**: looking into the excavated shaft in progress at King-Bathurst*

CURRENT INBOUND TRUCK ROUTE

Routes are developed in consultation with the City of Toronto.

All routes subject to change throughout the duration of the project.



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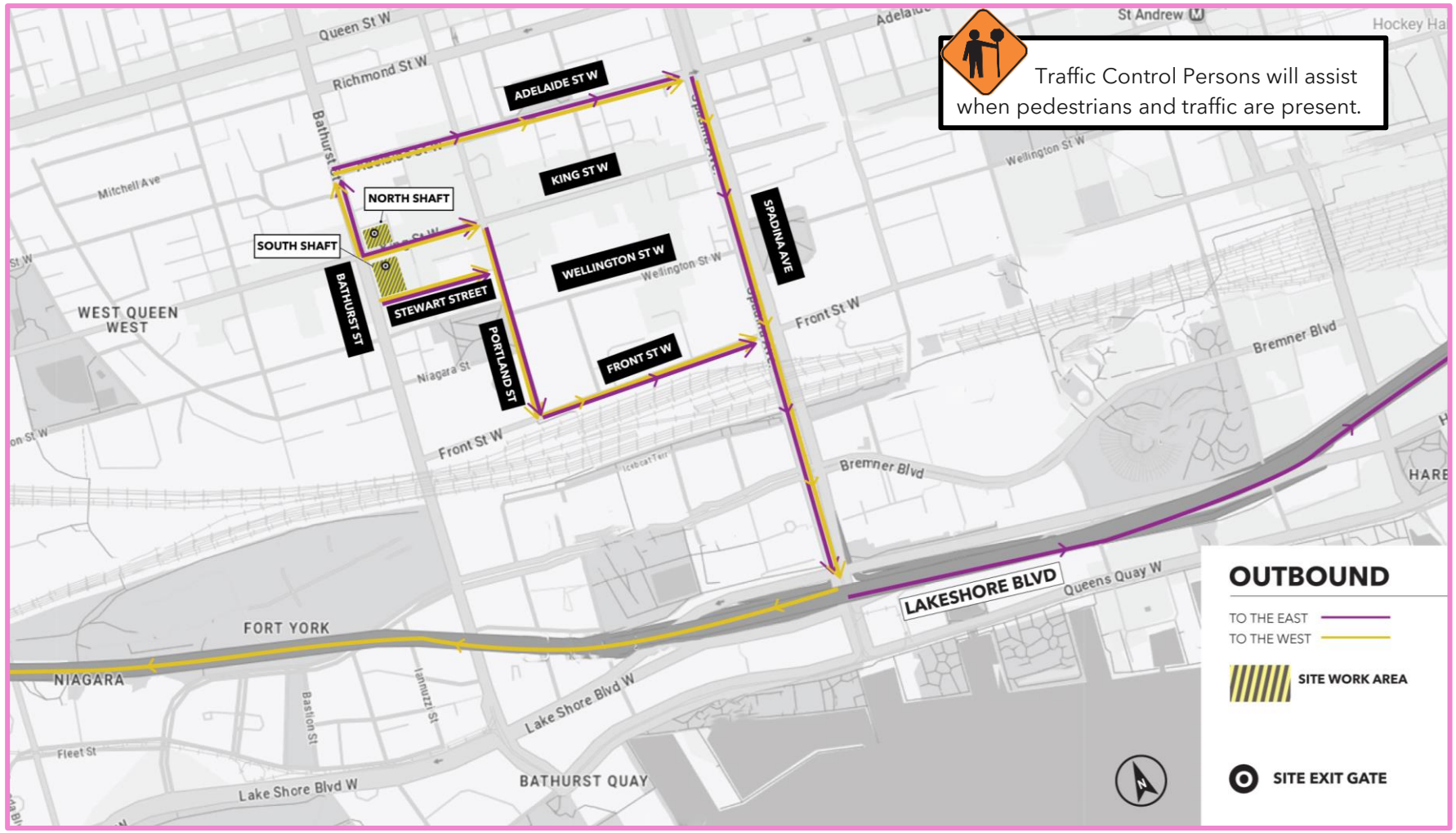

CONSTRUCTION GATE & TRAFFIC SAFETY

Sites are safeguarded by traffic flaggers, who ensure safety for pedestrians, cyclists, motorists and construction equipment.

- Always listen and follow directions and signage provided by crew members at site.

Construction vehicles and traffic being controlled by traffic flag persons, ensuring safe exit and entry into the King-Bathurst site.

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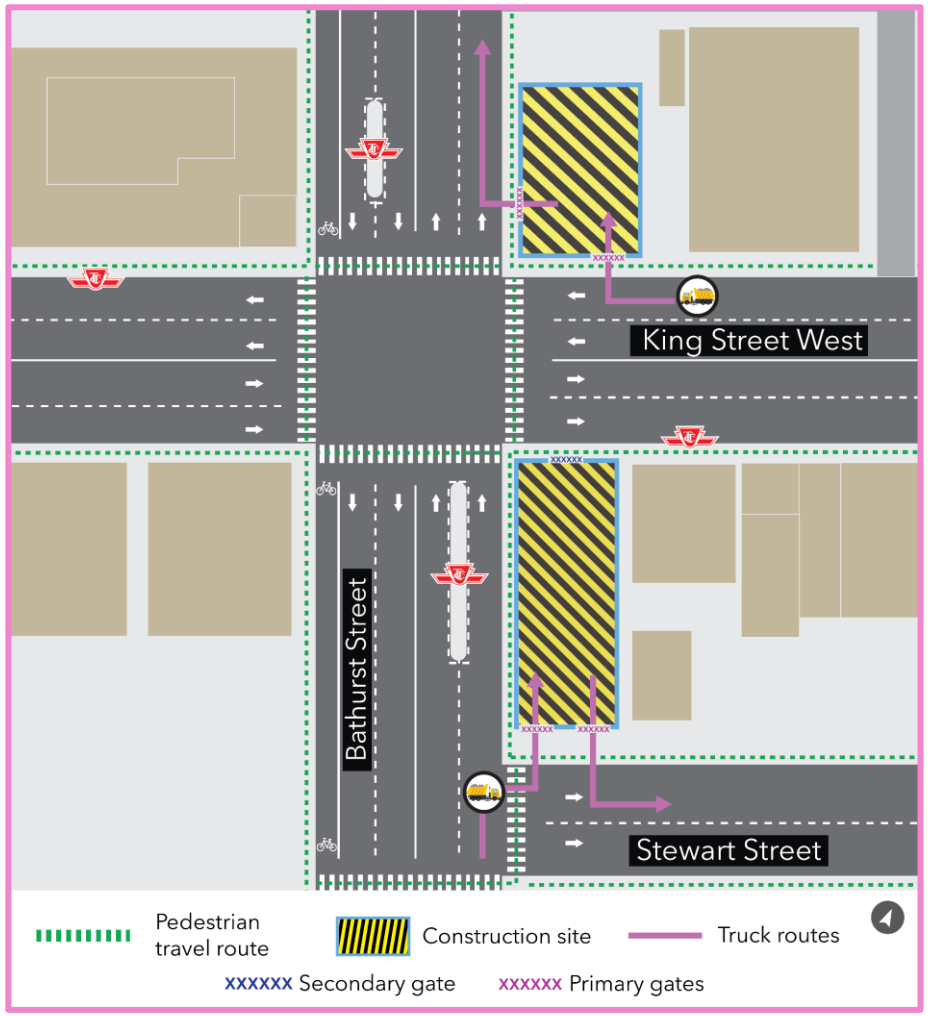
CONSTRUCTION GATE & TRAFFIC SAFETY AT KING-BATHURST

Construction access gates provide consistency for trucks entering and existing the sites.

- On the north, trucks enter westbound via King Street West, and exit northbound via Bathurst Street
- On the south, trucks enter and exit via Stewart Street eastbound.
- Traffic flaggers safeguard pedestrians & cyclists from vehicles entering the sites.



Left: Gate locations for King-Bathurst sites.

Right: Truck access gate to the south site

WHAT'S IN THE TRUCK?

Dump trucks are constantly entering and exiting the sites, removing excavated materials as crews work on the station cavern, below ground.

- When bins are loaded at the bottom of the excavated shaft and raised back to the surface, an alarm will sound, to alert crews that heavy machinery is moving within the site.
- Excavated materials are hoisted out of the shaft using a crane and loaded into dump trucks.
- This process ensures work can progress safely and efficiently.

A self-dumping bin loading up a dump truck with excavated materials at King-Bathurst site.

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CAVERN AIR VENTILATION

Deep underground, a series of fresh air tubes and dust intake vents are in place, to ensure dust is always captured as excavation takes place.

- Fresh air is pumped into the cavern from above, using the yellow tube pictured at right.
- Dust is captured and filtered from the ongoing excavation work, to ensure health and safety for crews, but also to keep the neighbourhood clean. This is the grey tube pictured at right.
- A large scale “deduster”, the white filtration machine pictured at right, ensures the constant filtering of dust and ventilation of clean air.

““Duduster” machine keeping the air clean in the station cavern at King-Bathurst

KEEPING YOU INFORMED

Metrolinx will keep the community, residents and businesses informed by providing project updates, seeking input and feedback, while addressing questions and concerns effectively and quickly.

Connect with us:

Email: OntarioLine@metrolinx.com
Telephone 24/7 @ 416-202-5100

Follow us on social media:
Twitter / Facebook / Instagram: @OntarioLine

Scan here to sign up for the Ontario Line e-newsletter

Scan here to explore Ontario Line CLC documents

The Trains

The Ontario Line will feature four-car trains that will be electric and driverless. In operation, the train will travel up to 80 kilometres per hour.

Each four-car train can accommodate 661 passengers. The trains, similar to the vehicles already running on Milan Metro lines 1, 2 and 3 and Rome Metro Line C, will run as frequently as every 90 seconds.

On-board features will include Wi-Fi, double wheelchair areas, charging stations and spots for bicycles.

To create the safest experience possible for Ontario Line riders, each station will include full platform edge screens and doors to prevent transit riders and debris from entering the track area when the train is not in the station.


Moss Park
Cork Town
Leslieville
Gerrard
Pape
Cosburn
Departs
Départ
4 min
King-Bathurst
King-Bathurst
King-Bathurst

Platform Screen Doors

Platform screen doors are physical barriers separating the train platform from the tracks at train stations. The doors provide a safety barrier, preventing accidents, such as people entering the tracks. You can see platform screen doors on the UP Express at Union and Pearson stations.

All Ontario Line stations will feature platform screen doors, measuring 2.8-metres tall and stretching across the entire length of the platform.

Here is how the doors will make train journeys safer, smoother, and more pleasant.

- Safety First: Act as a barrier against accidents, passengers getting on tracks.
- Improved Customer Experience: Real-time updates displayed around doors, communicating arrival/departure times, clear loading/unloading areas.

Platform screen doors currently in Taoyuan, Taiwan.

Benefits of Platform Screen Doors

A quick overview of the many advantages platform screen doors will bring to Ontario Line commuters:

Benefit	Description
Safety	Prevents falls, reduces incidents caused by negligence, distraction or deliberate acts, and keeps objects off the tracks.
Operational Efficiency	Facilitates automated train systems, reduces delays, streamlines boarding.
Comfort & Convenience	Protects from the weather, helps maintain platform temperature, contributing to energy savings, reduces noise, and keeps the platform clean.
Modern Technology	Integrates with real-time information displays, enhancing travel experience, offers advertising opportunities.
Accessibility	Supports easy access for all passengers, including those with disabilities.