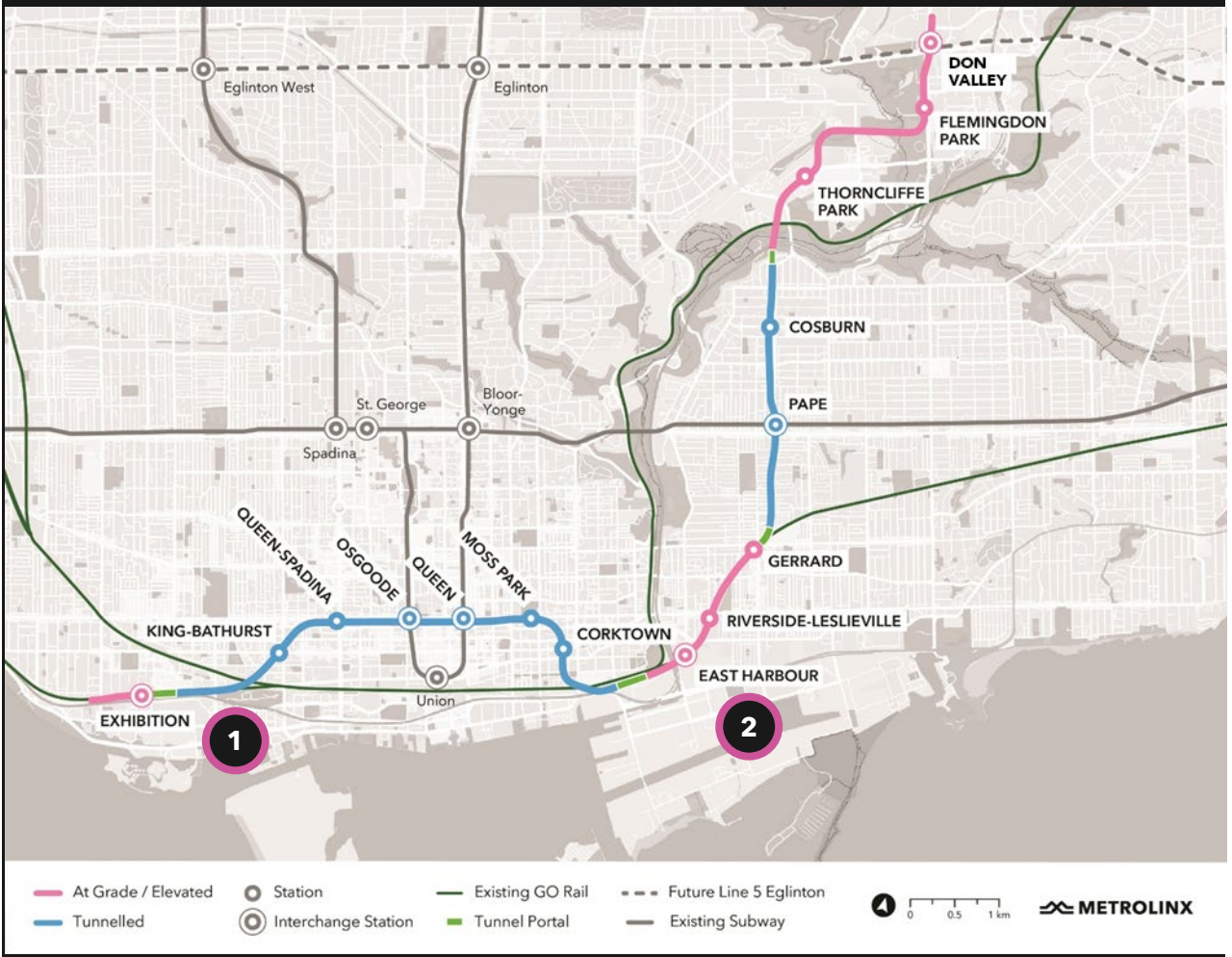
ONTARIO LINE SUBWAY



1 **South Alignment of Ontario Line** (Exhibition to Corktown/ Don Yard)

2 **North Alignment of Ontario Line** (East Harbour to Don Valley)

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

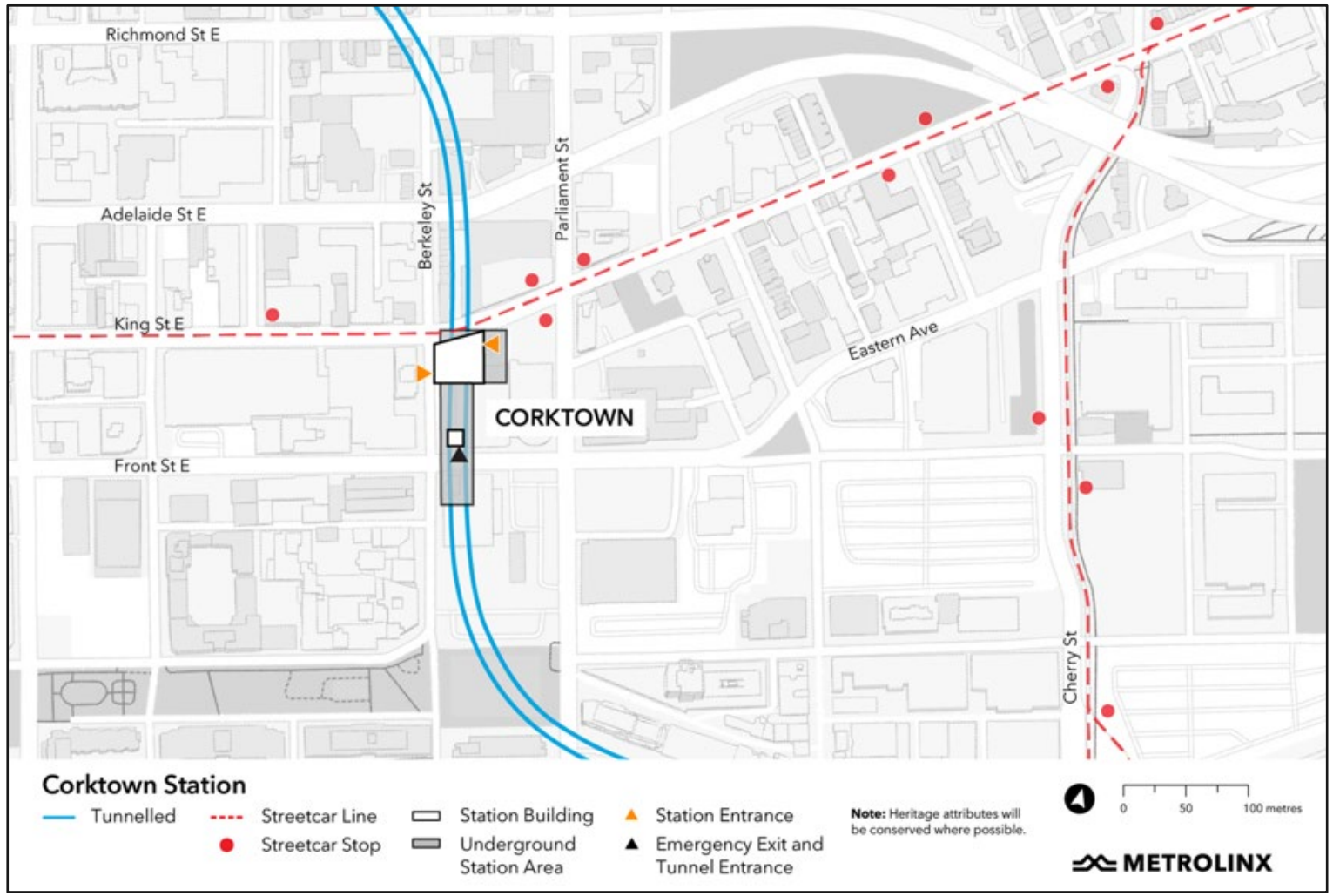
Up to 47,000 more jobs accessible in 45 minutes or less, on average

28,000 fewer car trips off the road each day

METROLINX

A NEW SUBWAY LINE & STATION SERVING KING STREET EAST, BERKELEY & PARLIAMENT STREETS

- The future station will deliver **new rapid transit to the neighbourhood** and connect to **the 504 King TTC** streetcar the **65 Parliament** bus and **the 172 Cherry** bus.
- The future station is in proximity to **16,500 people, within walking distance.**
- **4,100 customers** will use the station during the busiest travel hour
- **15,700 jobs** within the area



EXCAVATION PROGRESS – NORTH SITE

Current support of excavation works

- Ongoing shaft excavation (approx. 20 metre deep)
- Rockbolt drilling, mesh and shotcrete application (Level 3, 4)
- Arch beam construction (formwork, rebar, concrete)
- Forepoling (umbrella micro pile) under Front Street East (phase 2 of 2)

Recently completed

- Temporary power duct bank installation (Toronto Hydro)
- Final level of strut and waler bracing system (along Front. St. E)
- Rockbolt drilling, mesh and shotcrete application (Level 1, 2)

North shaft excavation at the northwest corner
(King St. E. & Berkeley St.)

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

EXCAVATION PROGRESS – SOUTH SITE

Current support of excavation works

- Ongoing shaft excavation (approx. 18 metre deep)
- Forepoling (umbrella micro pile) under Front Street East
- Arch beam construction (formwork, rebar, concrete)

Recently completed

- Struts and walers installation (Level 1 & 2)
- Toe anchor installation

South shaft excavation looking north

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

CAVERN WORKS

Micro piles installation: Drilling and installing steel pipes as a pre-support above a tunnel excavation to stabilize the face and reduce ground movements and surface settlements. (Current works)

Mining (SEM): Excavating the tunnel in small sections and immediately installing the ground support composed of lattice girders and sprayed concrete under the pre-installed canopy tubes.

Expected to start early June 2025.
Expected completion, Spring 2026.

Permanent Lining: Installation of the waterproofing membrane and construction of the permanent cast in-situ reinforced concrete lining. Expected Summer 2026.

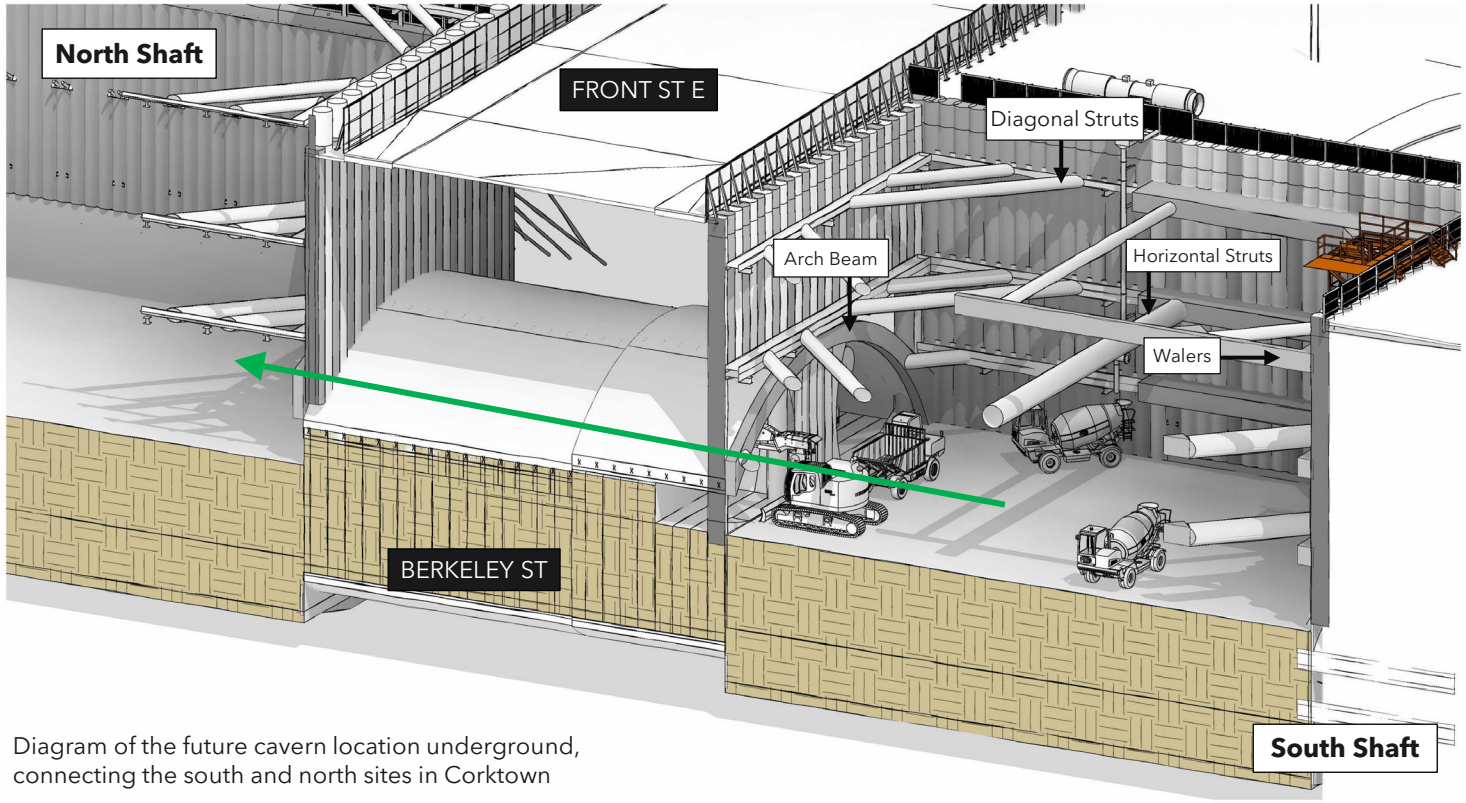


Diagram of the future cavern location underground, connecting the south and north sites in Corktown

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

CAVERN WORKS - MINING

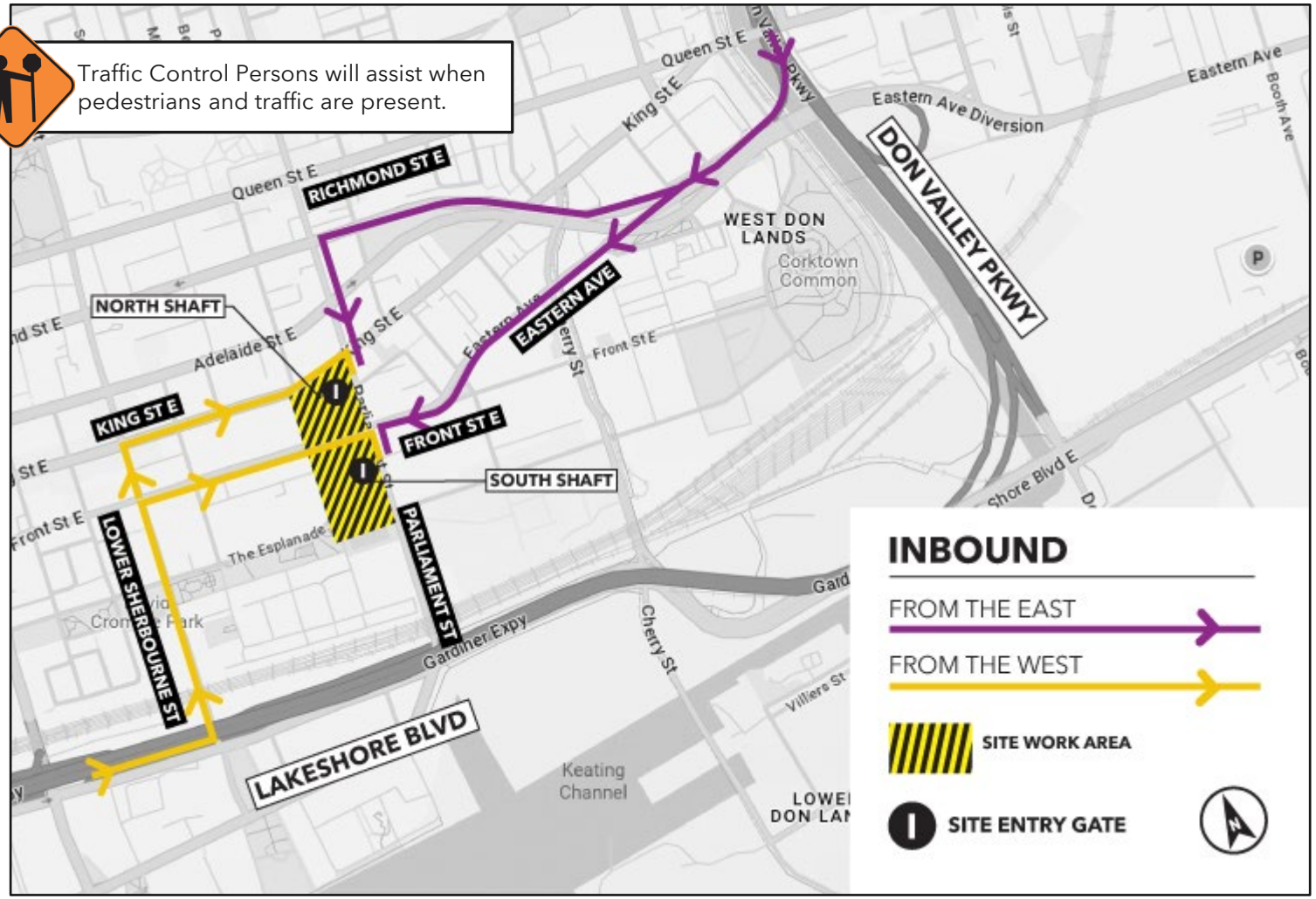
- The cavern excavation follows the Sequential Excavation Method (SEM)
- The tunnel face is divided in sections excavated and supported in sequence in order to control the ground movements.
- Specialized tunnels equipment will be used including a **compact tunnel excavator** and a **concrete spraying robot.**
- The typical construction cycle for a 1 metre advance includes excavation, installation of lattice girders and shotcrete spraying.
- This construction cycle must be continuous in order to control the ground movement and will be occurring 24/7.
- In the future, **tunnel boring machines will move through the cavern at the station site**.

Example of tunnel excavator that will be used at the sites at Corktown. Picture is for reference only.

CURRENT INBOUND TRUCK ROUTE

Routes for the stations at Corktown are developed in consultation with the City of Toronto.

This map represents vehicles entering the work site, currently in use.



*OTG works closely with its subcontractors to ensure they use the approved routes. All routes subject to change throughout the duration of the project. Exceptions can be made to larger trucks maneuvering out of site.

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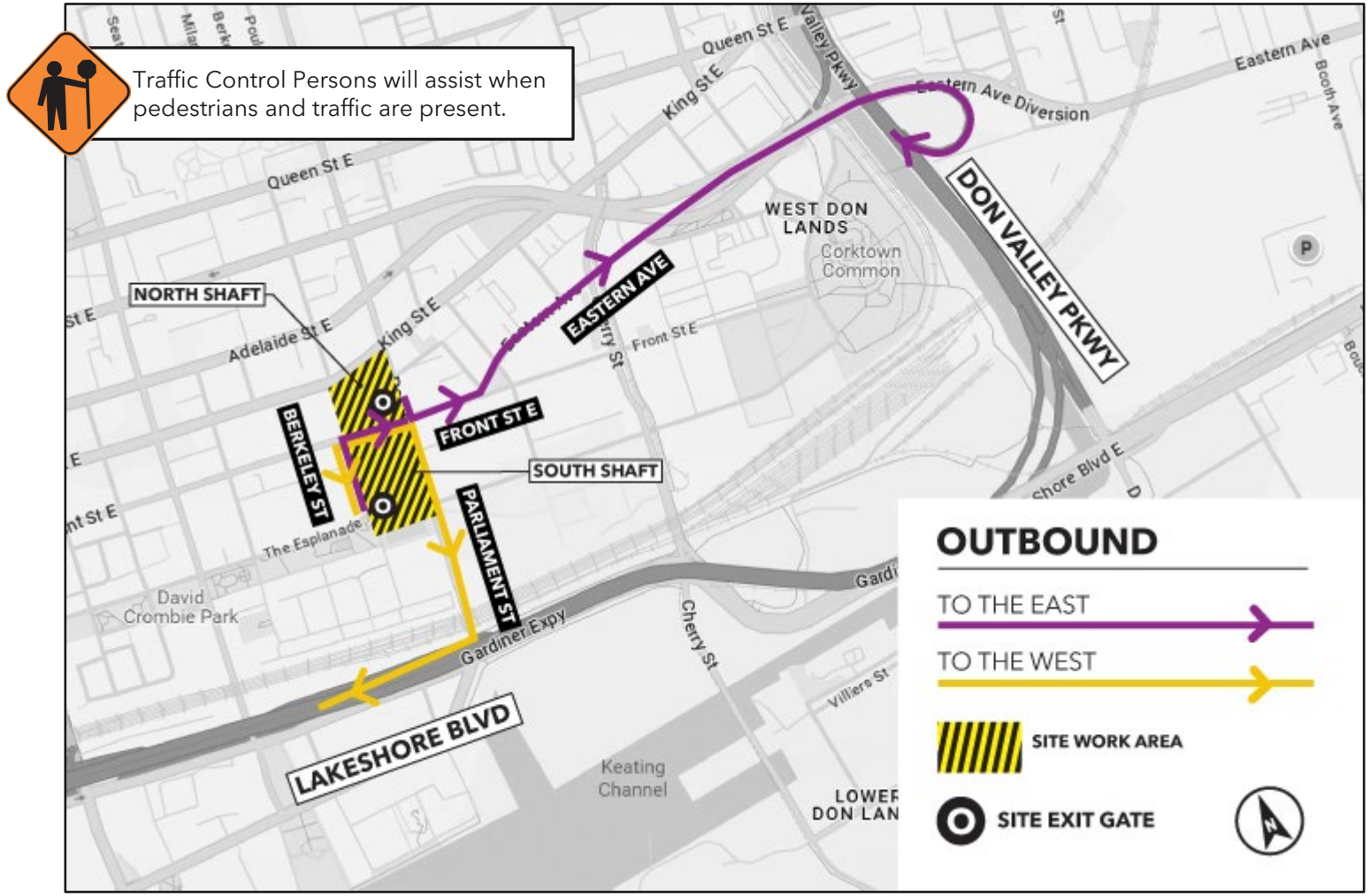

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Benefits of Platform Screen Doors

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.

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.

Ontario Line


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

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.

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

Artist's rendering – subject to change. Transit-Oriented Community proposals not shown.

CONSTRUCTION & TRAFFIC SAFETY

As the work continues to deliver the Ontario Line, **safety protocols** have been implemented to keep our community and our workers safe.

24/7 Monitoring
- Noise and vibration monitoring devices are placed for active tracking of impact to ambient noise levels

Truck Safety:
- Traffic control persons at gates direct trucks with signs, signals, and verbal instructions
- Safety gates control vehicle, pedestrian, cyclist, and transit flow
- Radio communication coordinates vehicle movements
- Ongoing safety briefings for delivery truck drivers

Site Safety:
- Street sweepers and wheel cleaning used as needed
- Additional site lighting for visibility and safety
- Clear signage for detours and hazards
- Dust control measures such as water spraying to protect air quality
- Regular safety inspections to identify and correct hazards

Equipment Safety:
- Hoist alarms when loads are being lifted and lowered into the shaft or within the site
- Back-up alarms when site vehicles including heavy machinery are reversing

Traffic control person

Street sweeper on Parliament St.