

Ontario Line

# King-Bathurst Construction Liaison Committee

July 10, 2025



# Agenda

## Welcome (5 minutes)

- Introductions
- Land Acknowledgement
- Code of Conduct

## Presentation (30 minutes)

- Action Items
- Safety Moment
- Construction Update
- Upcoming Work
- Truck Safety Plan
- Discussion

## Q/A and Discussion (25 minutes)



*Looking south at the future King-Bathurst station south site.*

# LAND ACKNOWLEDGEMENT

---

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Huron-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.

# Session Guidelines

We greatly appreciate the community members who are here to take part in this public session.

To ensure that everyone can contribute to a positive and safe community experience, all participants shall adhere to the following *Code of Conduct*:

- Treat the presenters and participants with respect and understanding
- Acknowledge and appreciate the diversity of individuals and their situations
- Refrain from supporting or engaging in any form of discriminatory behaviour

**Metrolinx is committed to fostering a safe and respectful environment.**

**We encourage respectful and constructive communication.**

CLC ACTION ITEMS

#	ACTION ITEM	RESPONSE	STATUS
1	No pending action items identified at last meeting (June 5, 2025)	<a href="#">King-Bathurst CLC Minutes</a>	N/A



## SAFETY MOMENT - STAYING SAFE IN THE HEAT

Urban environments like the Ontario Line work zones and surrounding neighbourhoods can be very hot in the summer. Let's take extra precaution to stay safe this season:

### Hydrate Regularly

- Drink at least 1 cup of water every 30 minutes

### What to Avoid

- Avoid caffeine and hot heavy meals that raise your body temperature

### Stay Alert

- Be aware of heat stress symptoms in yourself and others

### Know Your Risk Factors

Your ability to handle heat can depend on:

- Age & weight
- Fitness level
- Medical conditions (e.g., heart disease, high blood pressure)
- Medications or recent illness

The infographic features a central silhouette of a person in a heat gradient (yellow to red). To the left, under 'Heat exhaustion', are symptoms: Elevated body temperature, Dizziness, Headache, Heavy sweating, Decreased urination, Nausea, Thirst, Irritability, and Fatigue. Below these is a 'Take action' box with instructions: Move worker to a cool place, Remove and loosen clothes, Cool with wet cloths or take a cool bath if available, and Offer small sips of water. At the bottom left, a 'When to call for help' box lists 'Symptoms worsen' and 'Symptoms persist', accompanied by a 911 icon. To the right, under 'Heat stroke', are symptoms: High temperature (103° F or more), Confusion, Slurred speech, Skin is hot, red, and dry, Seizures, and Fainting. Below these is a 'Take action' box with a red header, stating 'Call 911: this is a medical emergency' and showing an ambulance icon. At the bottom right, an 'After you call' box lists: Move worker to a cool place and don't leave alone until help gets there, Lower temperature by removing clothes, Give a cool bath, if available, and Small sips of water, if possible.

Heat exhaustion What it looks like	Heat stroke What it looks like
Elevated body temperature	High temperature (103° F or more)
Dizziness	Confusion
Headache	Slurred speech
Heavy sweating	Skin is hot, red, and dry
Decreased urination	Seizures
Nausea	Fainting
Thirst	
Irritability	
Fatigue	

**Take action**

Move worker to a cool place  
Remove and loosen clothes  
Cool with wet cloths or take a cool bath if available  
Offer small sips of water

**When to call for help**

Symptoms worsen  
Symptoms persist

**Take action**

**Call 911:** this is a medical emergency

**After you call**

Move worker to a cool place and don't leave alone until help gets there  
Lower temperature by removing clothes  
Give a cool bath, if available  
Small sips of water, if possible

# King-Bathurst Construction Update



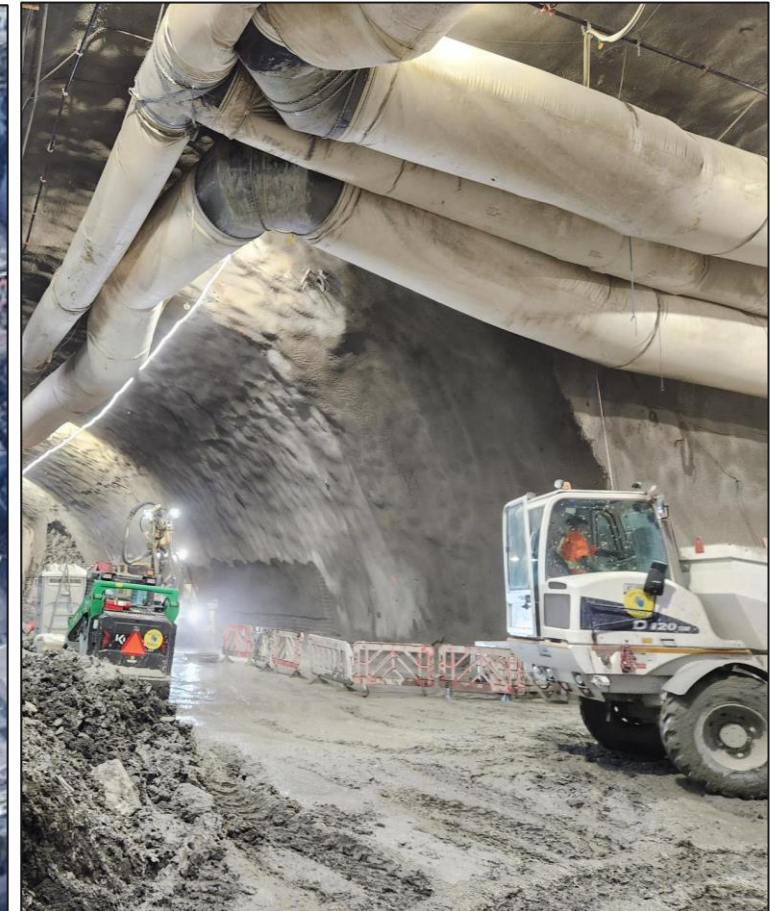
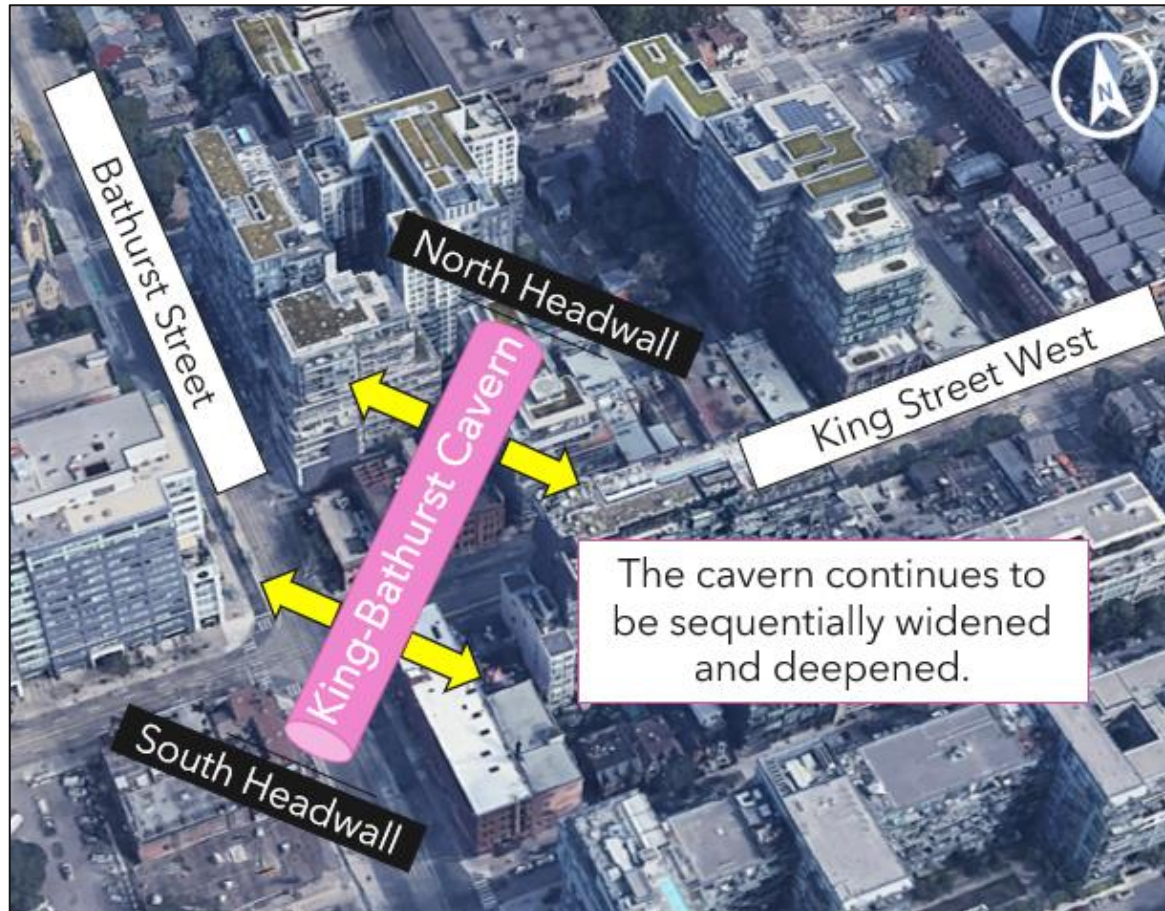
*Looking towards the southeast and heritage façade, at the future King-Bathurst station south site.*



## CURRENT WORKS: FUTURE KING-BATHURST STATION NORTH SITE CAVERN

Both ends of the cavern (*the headwalls*) have been reached, as the cavern continues to be widened and deepened, 24/7.

- Equipment such as roadheaders, rockbolters & shotcrete machines are used to shape the underground space.

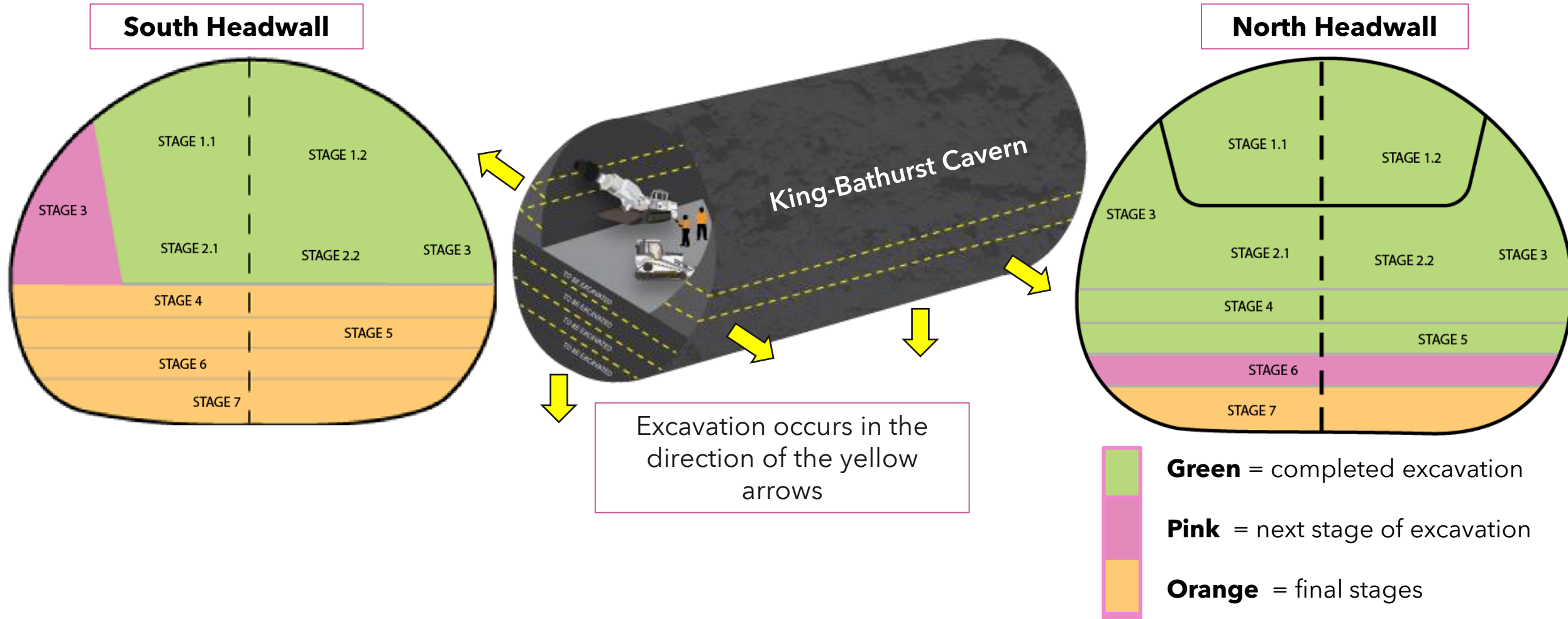


*Looking from above at the cavern length superimposed on the neighbourhood (left); Cavern views looking towards the south (right), with ventilation and excavation equipment on hand.*



## CURRENT WORKS: FUTURE KING-BATHURST STATION CAVERN WIDENING AND DEEPENING

- As illustrated below, crews are sequentially **widening and deepening the cavern**.





# LOOKING TOWARDS THE SOUTH HEADWALL, FROM INSIDE THE CAVERN





# LOOKING TOWARDS THE EXCAVATED SHAFT, FROM INSIDE THE CAVERN

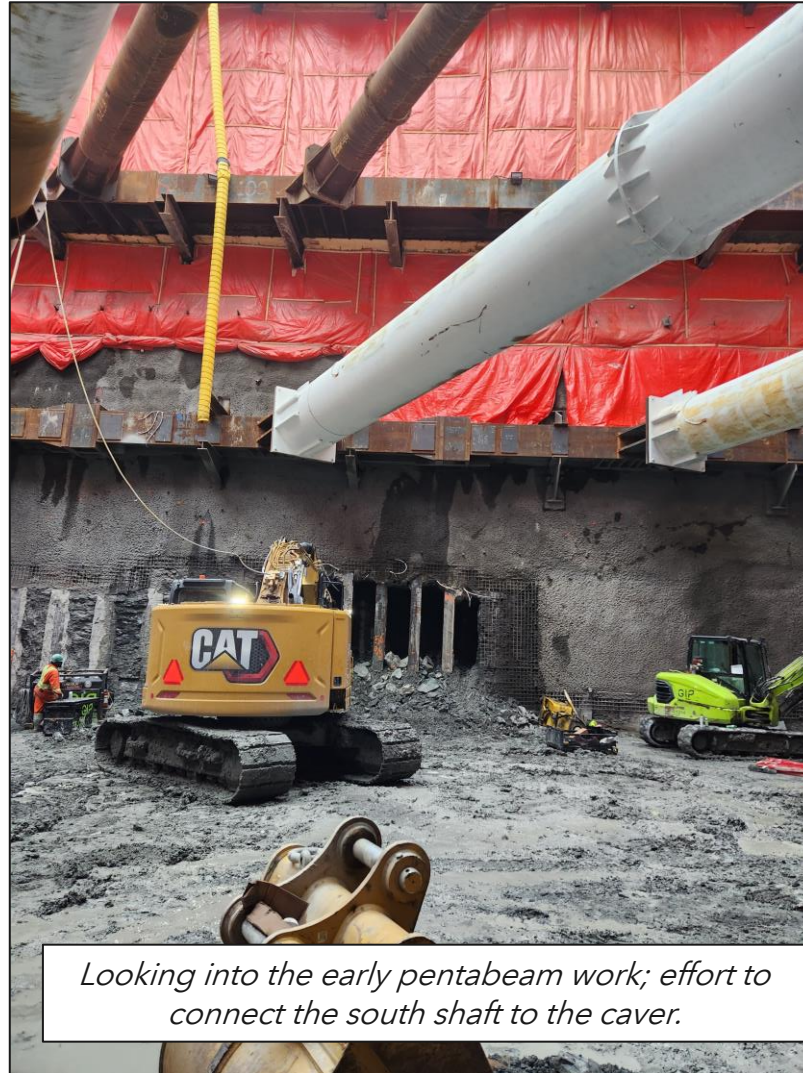




## CURRENT WORKS: FUTURE KING-BATHURST STATION SOUTH SITE EXCAVATION

Crews continue to excavate the space that will become the primary King-Bathurst station entrance & platform access, also known as the station shaft.

- Work is completed in cycles, with coordinated phases of rock breaking followed by installation of structural reinforcements, called **struts** and **walers**. Once installed, excavation resumes.
- Excavation has reached 25+ metres of depth, moving towards a final depth of approximately 40 metres towards the end of the year.

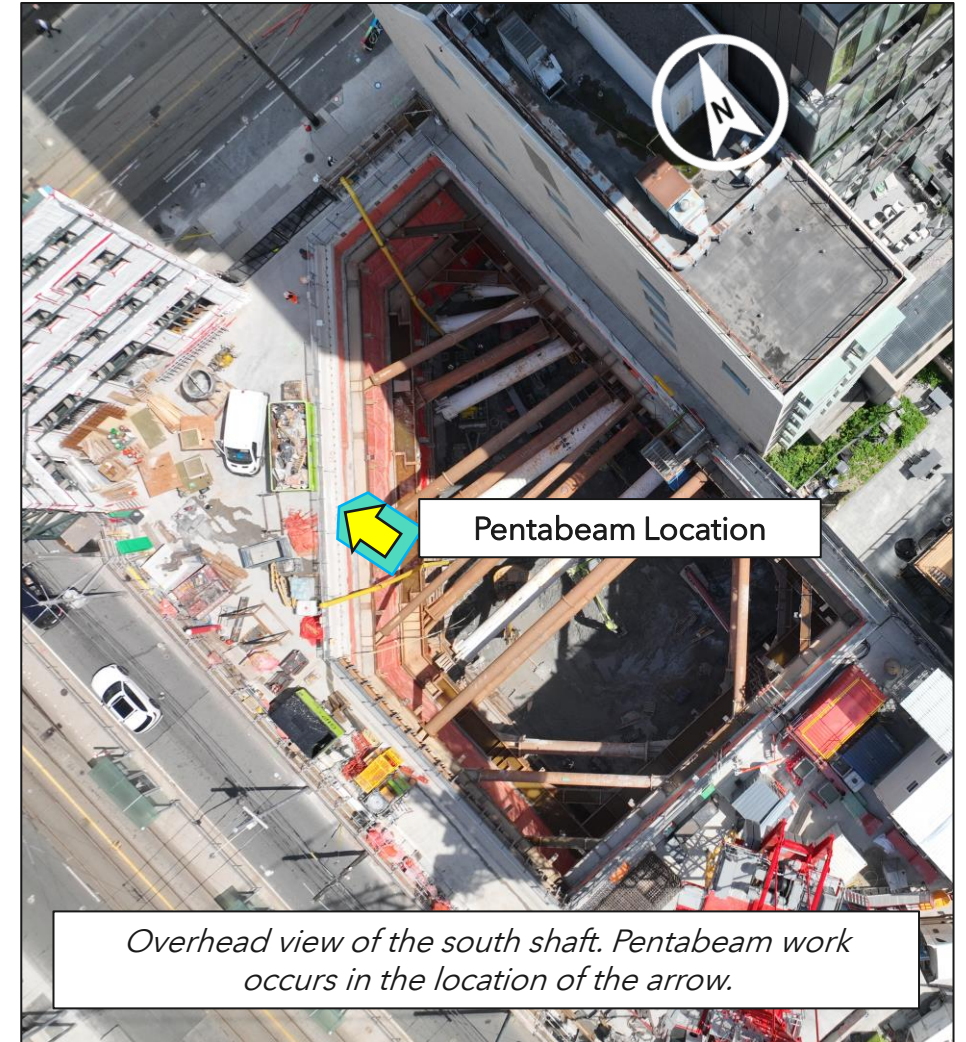




## CURRENT WORKS: CONNECTING THE SOUTH TO THE NORTH

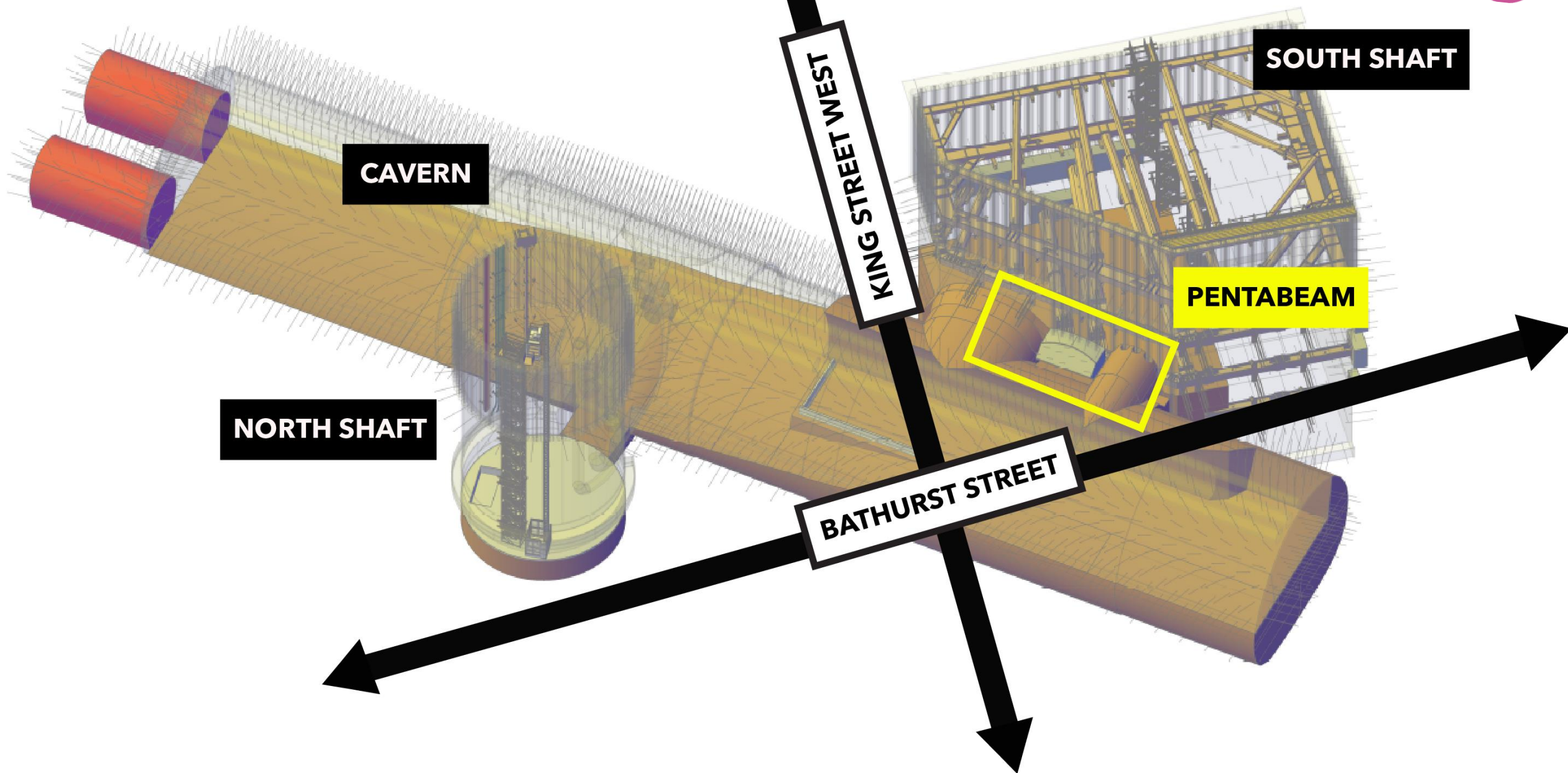
**The south site is being connected to the cavern, using a pentabeam system to redistribute weight amongst permanent piles in the walls.**

- The existing piles are cut, and reaffixed at an angle, to allow for future passenger access corridors to be constructed.
- Once this weight re-distribution is finalized, two passageways will be created on each side of the pentabeam area.
- These passageways will allow passenger and maintenance access to the Ontario Line platforms and trains in the future.



*Overhead view of the south shaft. Pentabeam work occurs in the location of the arrow.*

LAYOUT ILLUSTRATING THE LOCATION OF THE SOUTH  
SHAFT PENTABEAM CONNECTING THE CAVERN





# ONGOING EXCAVATION AND STRUCTURAL SUPPORT INSERTION AT KING-BATHURST SOUTH





# ONGOING EXCAVATION AND STRUCTURAL SUPPORT INSERTION AT KING-BATHURST SOUTH





# Upcoming Work



## UPCOMING WORKS: FUTURE KING-BATHURST STATION EIGHT WEEK LOOKAHEAD: JULY-AUGUST 2025

#	Activity	Location	Expected Start	Expected Duration	Impact	Hours of Work	Mitigations
1	<b>Cavern Excavation</b>	North site	Ongoing	Entire period of lookahead	Vibration, noise, air quality	Monday to Sunday 24 hours	Acoustic tent. Dust mitigation includes misting, sweeping. Erosion and sediment control.
2	<b>South shaft excavation</b>  <b>Rock breaking activities to lower the overall depth of the shaft</b>	South site	Ongoing	Mid-August	Use of hammer may result in discernable noise and vibration.  Additional support from Roadheader as well	Monday to Sunday 7:00a.m. -11:00pm*  Weekend rock breaking occurring 9:00 a.m. - 5:00 p.m.	Dust mitigation includes misting, sweeping. Erosion and sediment control.
3	<b>South shaft excavation- includes rock bolts and shotcrete</b>	South Shaft	Ongoing	Late August	Noise.	Monday to Friday 7:00 a.m. - 11:00 p.m. & Saturday 8:00 a.m. - 5:00 p.m. and some Sundays as needed; 8:00 a.m. - 5:00 p.m.	Hoarding as noise mitigation, noise blankets around excavation attachments, use of ripper whenever possible, use of broadband alarms for equipment on site, monitoring to ensure 7 a.m. start.*
4	<b>Construct Pentagonal Beam (Rock Pillar)</b>	South site	Ongoing	Through late July	Vibration, noise, air quality.	Monday to Friday with some Saturdays and Sundays  7:00 a.m. - 11:00 p.m.	Plywood hoarding for noise mitigation. Dust mitigation includes misting, sweeping. Lights lowered. Erosion and sediment control.
5	<b>South Shaft Adit (break through)</b>	South site	Late July/early August		Vibration, noise, air quality.	Monday to Friday with some Saturdays and Sundays  7:00 a.m. - 11:00 p.m.	Plywood hoarding for noise mitigation. Dust mitigation includes misting, sweeping. Lights lowered. Erosion and sediment control.

# Truck Safety Plan

# Truck Safety Plan Objectives

To ensure the safe and efficient movement of construction traffic Metrolinx developed the Truck Safety Plan (TSP) to provide clear targets that guide every decision and action. The following objectives form the foundation of the plan.

- 1. Prioritize public safety**
- 2. Minimize community impacts**
- 3. Ensure regulatory compliance**
- 4. Support operational efficiency**
- 5. Promote transparency and accountability**



# Truck Route Safety Plan Overview

Key considerations used for the selection of truck routes include: Regulatory compliance, road suitability and traffic operations, Community impacts and route Flexibility.

This plan includes criteria and measures to ensure safe and efficient movement of trucks by developing designated routes for each site in collaboration with the City and local stakeholders, including provisions for monitoring compliance and enforcement of routes. When it is not feasible to conform completely to key considerations, mitigations reduce community disturbances. These mitigations include, traffic control measures, driver awareness and education, noise and emissions reduction, time of day restrictions, staging and holding areas, targeted enforcement.

## Monitoring Compliance

Metrolinx is committed to developing and implementing truck routes that prioritize public safety, respect local communities, and support efficient construction operations. This is done through effort such as driver education, inspections, and public input.

## Enforcement and Incident Response

Enforcement and incident response protocols are embedded within the TSP. These protocols reinforce a culture of accountability and safety.

## For more information

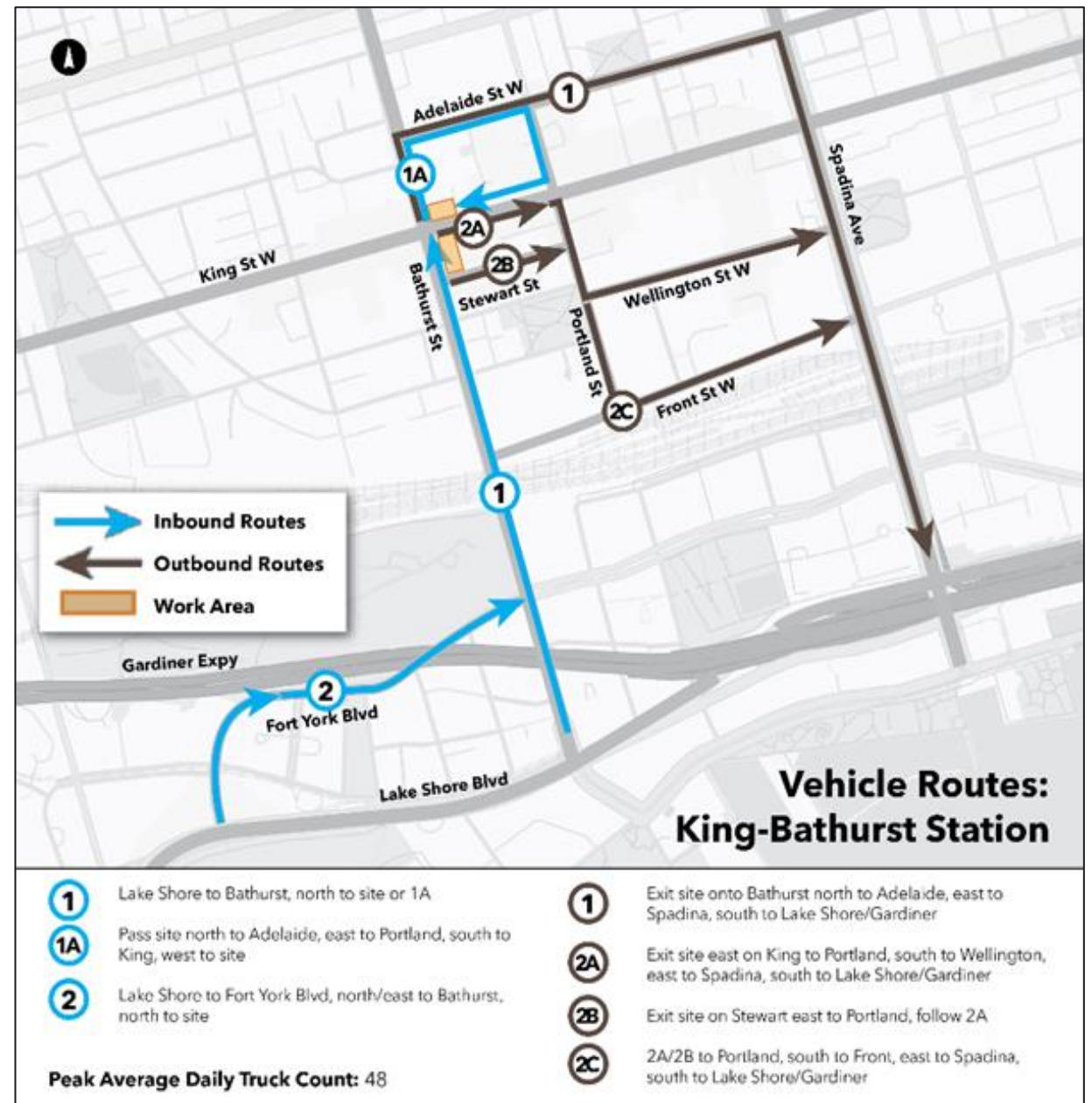
Please visit the Metrolinx website [here](#), for our Truck Safety Plan frequently asked questions.

If you have any questions or concerns regarding truck routes, please call our 24-hour hotline at 416-202-5100 or email us at [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

# King-Bathurst Station Truck Routes

- Current inbound and outbound truck routes for both King-Bathurst station sites as of July 2025.
- The intent is to bring vehicles both into and out of the community as fast as possible during work hours, to minimize the overall disruption on traffic.
- Routes are constantly monitored to ensure compliance from drivers and to determine and implement any changes as required.
- Please note that the truck routes and volumes outlined are subject to change.

For more information on the Ontario Line Truck Route Safety Plan, click [HERE](#)





## 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](mailto: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*