



← STAGE ETAPE → ↓ 2


A decorative graphic consisting of three thick, diagonal lines meeting at a central point. The top-left line is blue, the top-right line is red, and the bottom line is green. Each line has a circular gradient overlay in its respective color.

SOUTH EXTENSION
PROLONGEMENT **SUD**

Lines 2 and 4 Construction Updates

 Continue to work with TNEXT to close out all remaining work, including:

- Minor deficiencies including MUPs
- Final landscaping
- Locomotive Voice and Video Recorder
- Passenger Information Display Systems

 Transit Services works:

- Retrofit of rail switch component (rail "frog") by Beech Street
- Bearing condition monitoring system installation





WEST EXTENSION
PROLONGEMENT **OUEST**

Westboro Station



Rail Installation Completion



Kichi Zìbì Station



Kichi Zìbì Mìkan



Kichi Zìbì Mìkan (Cont'd)



Cut and Cover Progress



Sherbourne Station



New Orchard Station



New Orchard Station Interior



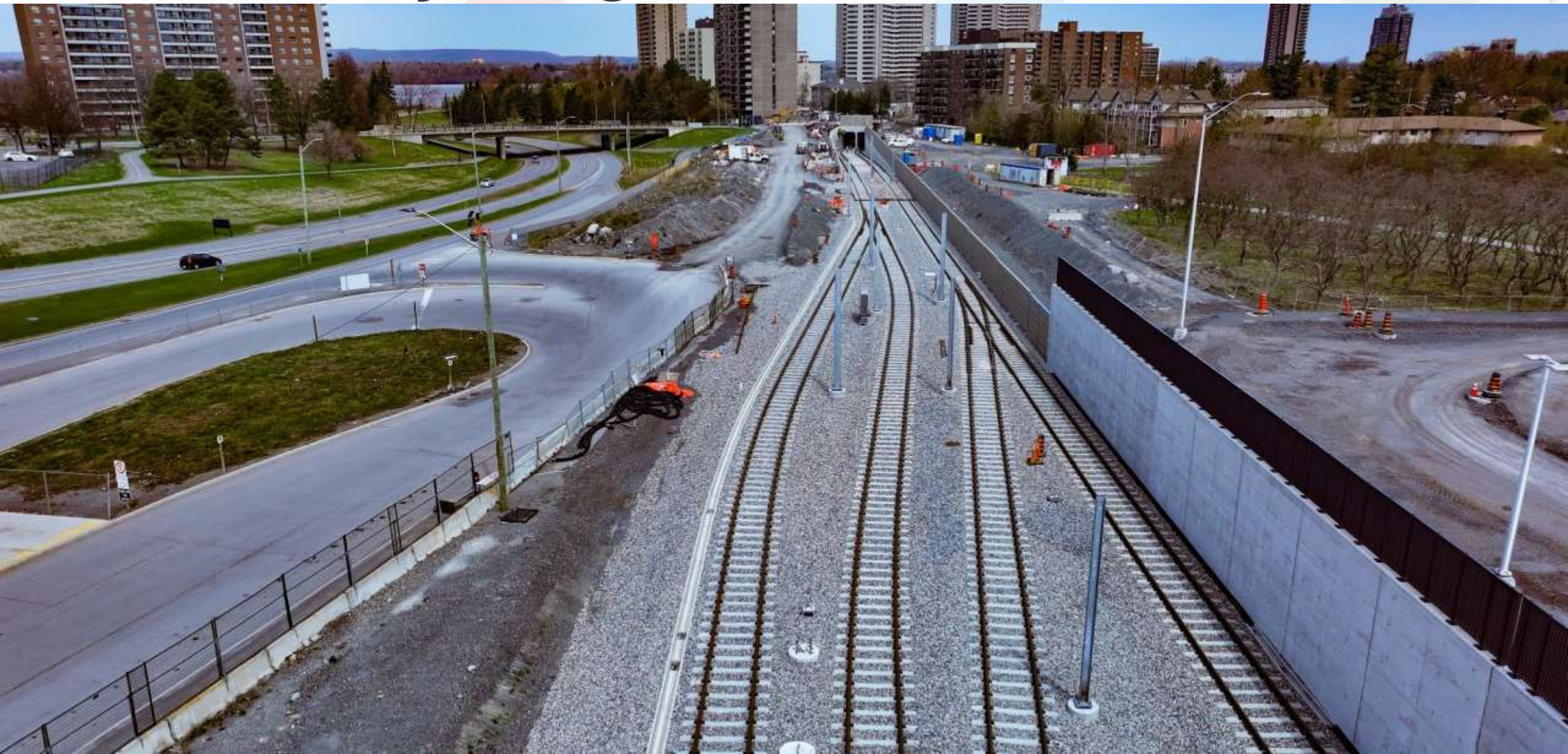
Revitalizing Richmond Road



Revitalizing Richmond Road (Cont'd)



Guideway Progress



Lincoln Fields Station Interior



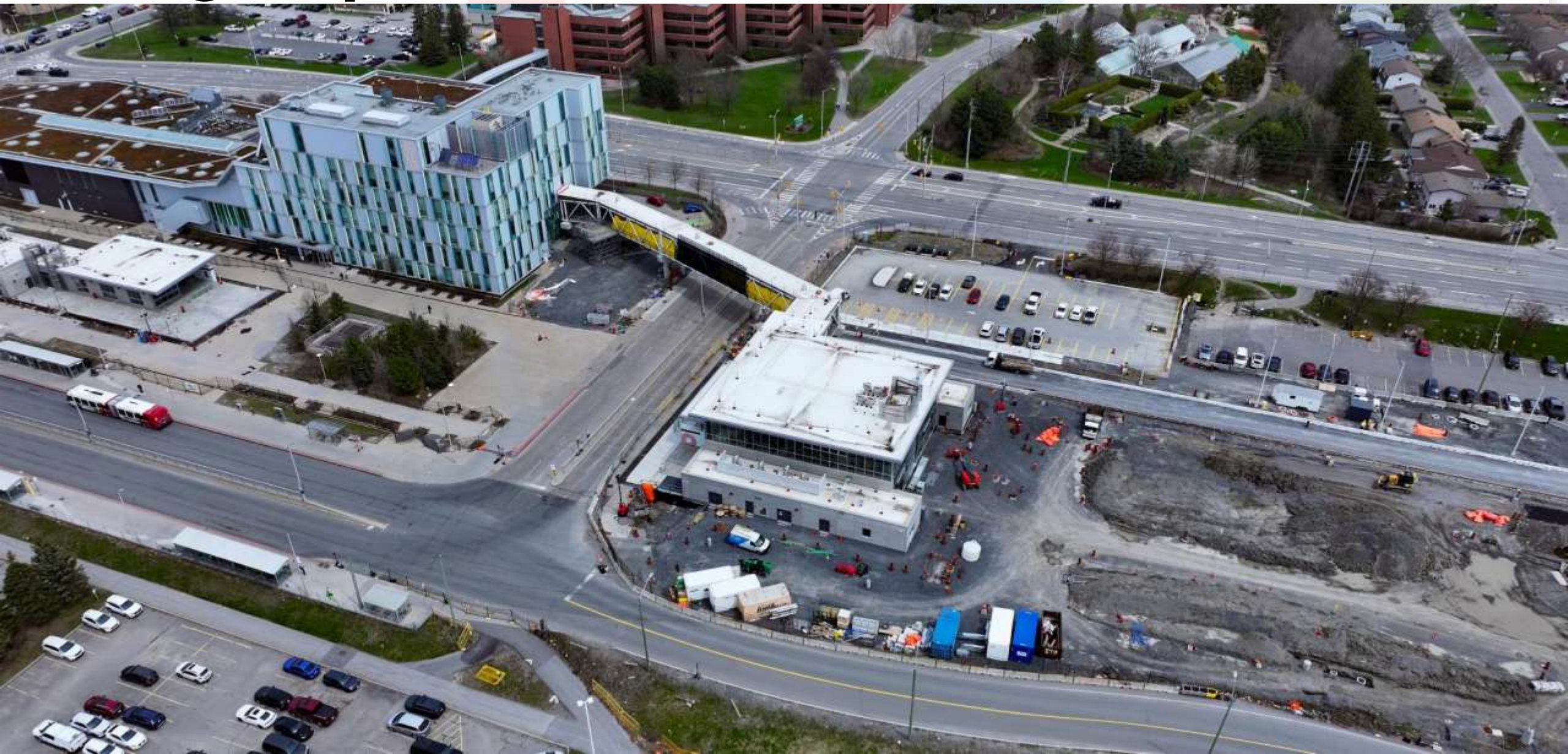
Iris Station



Iris Station Interior



Algonquin Station



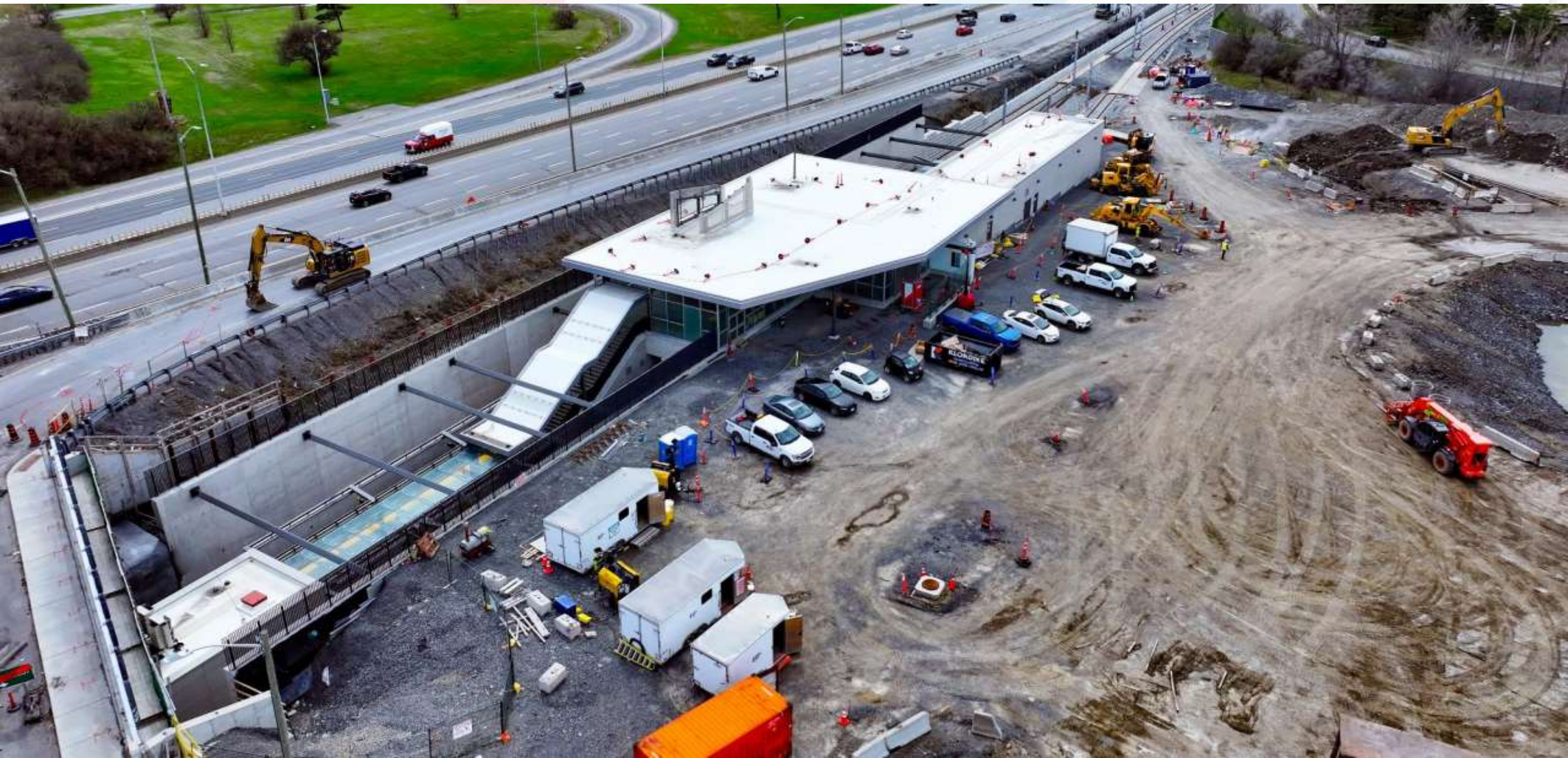
Queensview Station



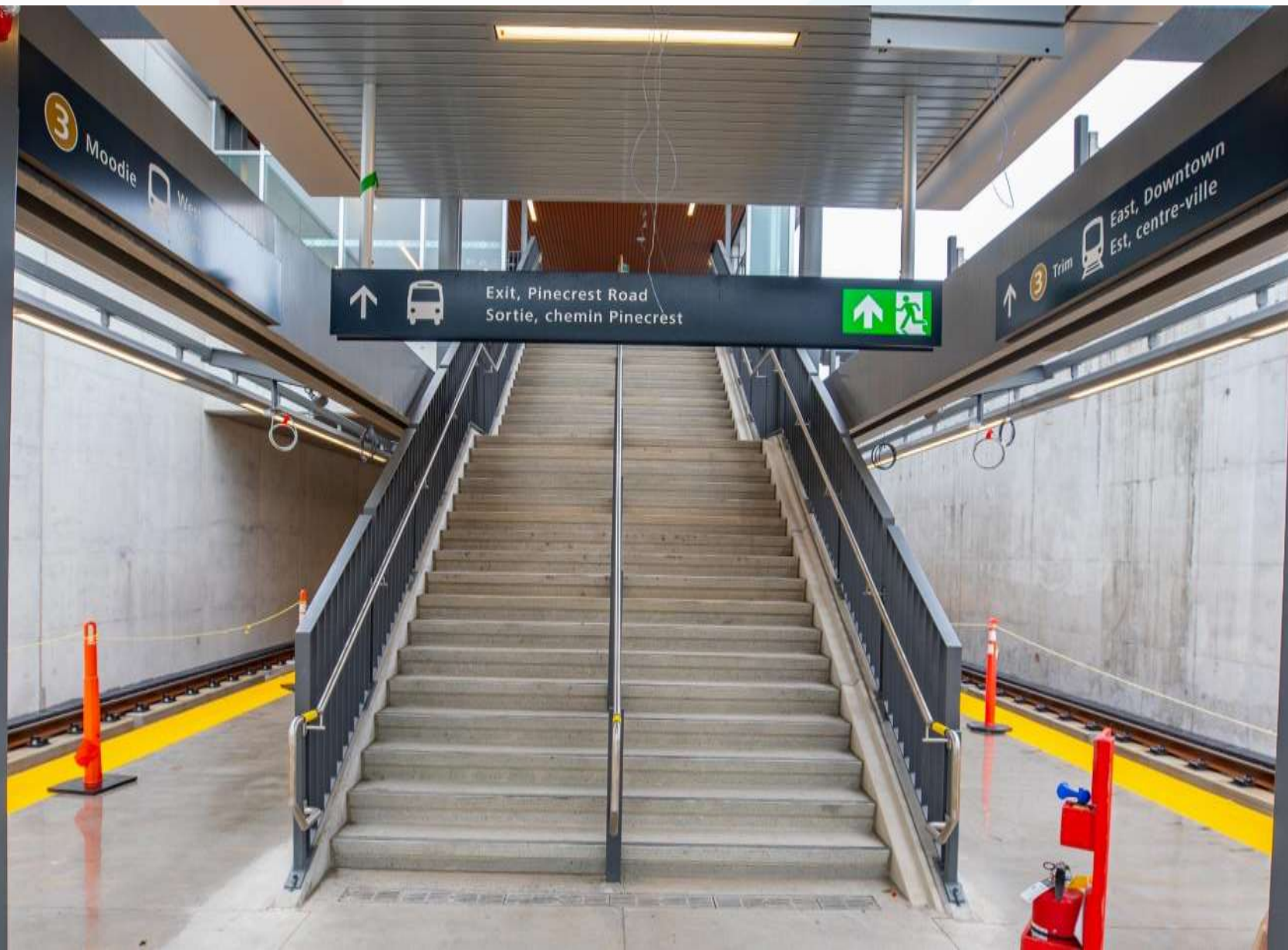
Queensview Station Interior



Pinecrest Station



Pinecrest Station Interior



Overhead Catenary Installation



Bayshore Station



Bayshore Station Interior



Moodie Station



Moodie Station Interior



Corkstown Yard Light Maintenance and Storage Facility (LMSF)



Upcoming West Activities

- 🎯 **Summer 2025:** Train testing from LMSF to Moodie Station
- 🎯 **Summer 2025:** Installation of rail infrastructure complete
- 🎯 **Ongoing:** Installation of overhead catenary system on mainline
- 🎯 **Ongoing:** Cable pulling through the tunnel
- 🎯 **Ongoing:** Installation of Tunnel Ventilation Systems
- 🎯 **Ongoing:** Revitalizing Richmond Road Project



Revitalizing Richmond Road Major Activity

- Final alignment of Richmond Road from McEwen Avenue to Richardson in May
- **2025:** Utility work and roadwork on Richmond Road will continue
- Woodroffe Avenue will be closed for approximately 3 months for deep sanitary sewer replacement
- **2026:** Construction activity will be focused on Byron Avenue and Richmond Road
- **2027:** Byron Linear Park landscaping



West Traffic and Mobility Impacts

Location	Timeline	Traffic & Mobility Impacts
Highway 417 and Pinecrest Interchange	Ongoing	<ul style="list-style-type: none">• Impacts to 417 WB on-ramp from Greenbank Northbound• Staging on 417 Mainline (upcoming)
Highway 417 and Richmond Interchange	Ongoing	<ul style="list-style-type: none">• Impacts to 417 WB off-ramp to Richmond• Lane shifts and closures on Richmond bridge over Hwy 417 (upcoming)
Highway 417 and Holly Acres Interchange	Starts Summer 2025	<ul style="list-style-type: none">• Impacts to 417 SW on-ramp
Highway 417 and Moodie Interchange	Starts Summer 2025	<ul style="list-style-type: none">• Impacts to 417 NW and NE on-ramp

West Traffic and Mobility Impacts (*Cont'd*)

Location	Timeline	Traffic & Mobility Impacts
Corkstown Road	Ongoing	Multiple lane closure to assist with construction and landscaping. Closures at Moodie & Corkstown for intersection construction.
Kichi Zìbì Mìkan	Ongoing	Multiple long term lane closures to finish road modifications and realignment of the road.
Richmond Road (between New Orchard Avenue and McEwen Avenue)	Ongoing	Multiple closures for Revitalizing Richmond Road Project and construction of new Byron Linear Park.
Woodroffe Avenue (north of Richmond Road)	Begin in July, lasting approximately 3 months	Full closure of Woodroffe north of Richmond Road to complete deep sewer sanitary replacement.

O-Train West Estimated Timeline

Work Activity	2025				2026				2027
1. Moodie Light Maintenance Facility									
2. Parkway Tunnel Construction									
3. Completion of Track & Systems Installation									
4. Systemwide Commissioning									
5. Operations & Maintenance Training									
6. EWC Handover to City									
7. Trial Running									
8. Trial Operations									

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EAST EXTENSION
PROLONGEMENT **EST**

Montréal Station



Montréal Station Platform



Jeanne d'Arc Station



Jeanne d'Arc Station Concourse



Convent Glen Station



Convent Glen Station Entrance



Place d'Orléans Station



Place d'Orléans Station Interior



Trim Station and Park and Ride



Trim Station Interior



Upcoming East Activities

- 🎯 **Q2 2025:** Pave Jeanne d'Arc Boulevard
- 🎯 **Q3 2025:** Implementation of new headend equipment
- 🎯 **Q3 2025:** Install pedestrian crossing at OR-174 ramps
- 🎯 **Q3 2025:** Complete Trim Park and Ride
- 🎯 **Q3 2025:** Station occupancies
- 🎯 **Q3 2025:** Complete MUPs along portions of the OR174
- 🎯 **Q3 2025:** Complete train testing and operator training



East Traffic and Mobility Impacts

Location	Timeline	Traffic & Mobility Impacts
Highway 174	Ongoing	Lane and ramp closures as required. Work is expected to continue on the OR 174 before and after substantial completion to bring the Highway to its final state and alignment.
Montréal Road	Ongoing	Lane closures and off-peak under OR 174 overpass and ramp closures to complete top lift paving in 2025
Jeanne d'Arc Blvd	Ongoing	Note: lane reductions required for roundabout project. Lane closures and off-peak full closures as part of rehabilitation and active transportation enhancements in early 2025

East Traffic and Mobility Impacts

Location	Timeline	Traffic & Mobility Impacts
Orléans Blvd	Ongoing	All lanes are open and periodic lane closures are expected for sidewalk/station work.
Champlain Street	Ongoing	All lanes are open and periodic lane closures are expected for sidewalk/station work. Lane closures and off-peak full closures for intersection works at Champlain and Place d'Orléans Drive in 2025.

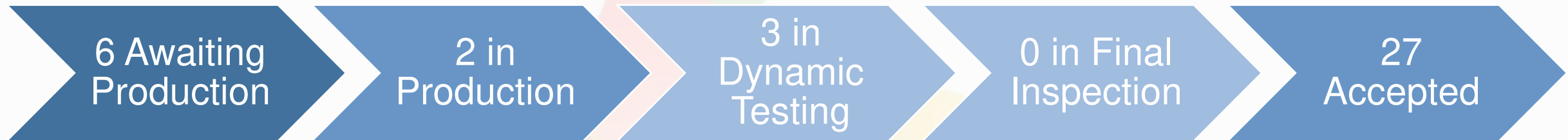
Mobility impacts have increased in the spring.

O-Train East Estimated Timeline

Work Activity	2025			
1. Systems Installation				
2. Systemwide Commissioning				
3. Operations & Maintenance Training				
4. EWC Handover to City				
5. Trial Running				
6. Trial Operations				

Remaining works including highway realignment to follow

Alstom Citadis Production (Stage 2)





Migration from Test Environment to Production

What is the Head-end?



Servers and control centres where data from various field devices and systems is collected, processed, integrated, and stored, making it readily accessible/controllable for the line controllers.



Systems feeding into Head-end include CCTV, Intrusion Access Controls, SCADA, Passenger Information, Telephony, Networking Equipment, etc.

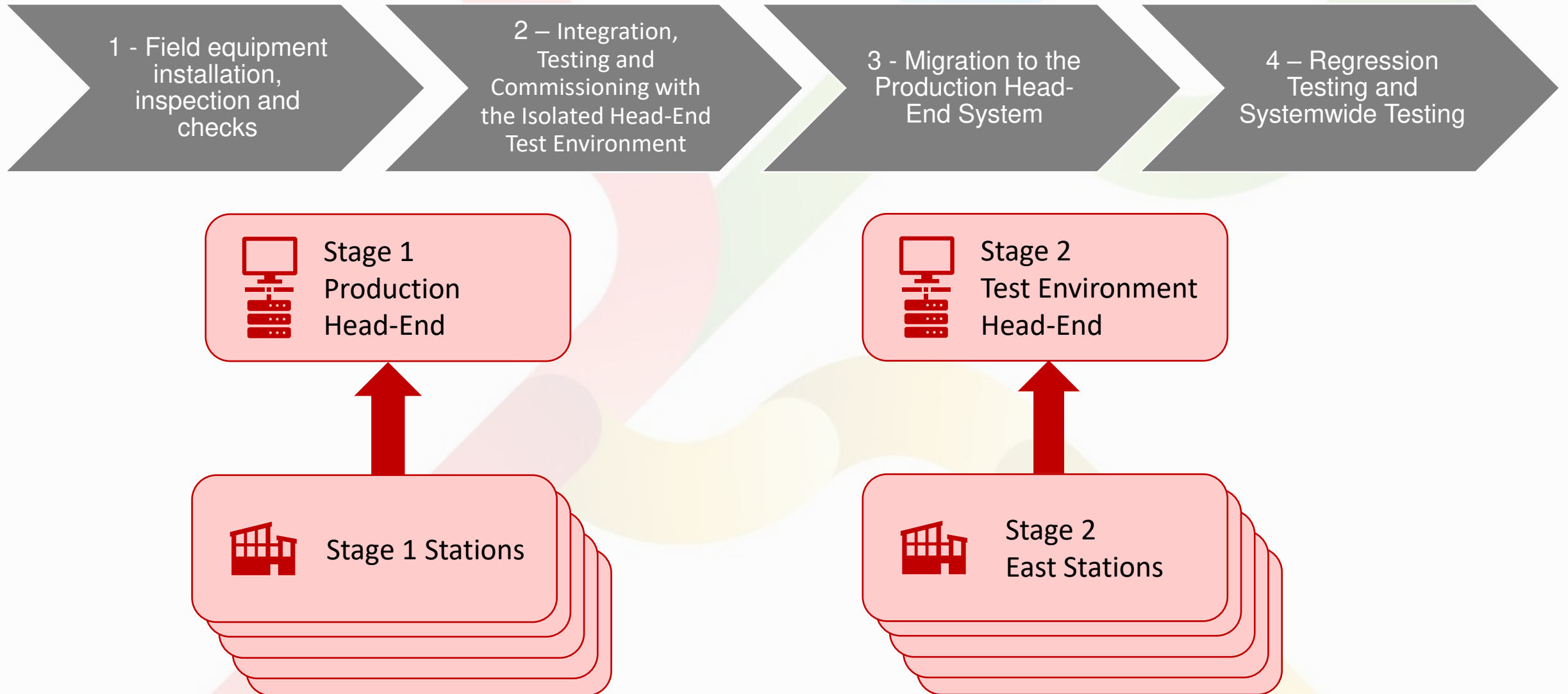


This also includes integration scope with the vehicles and high-speed data radio

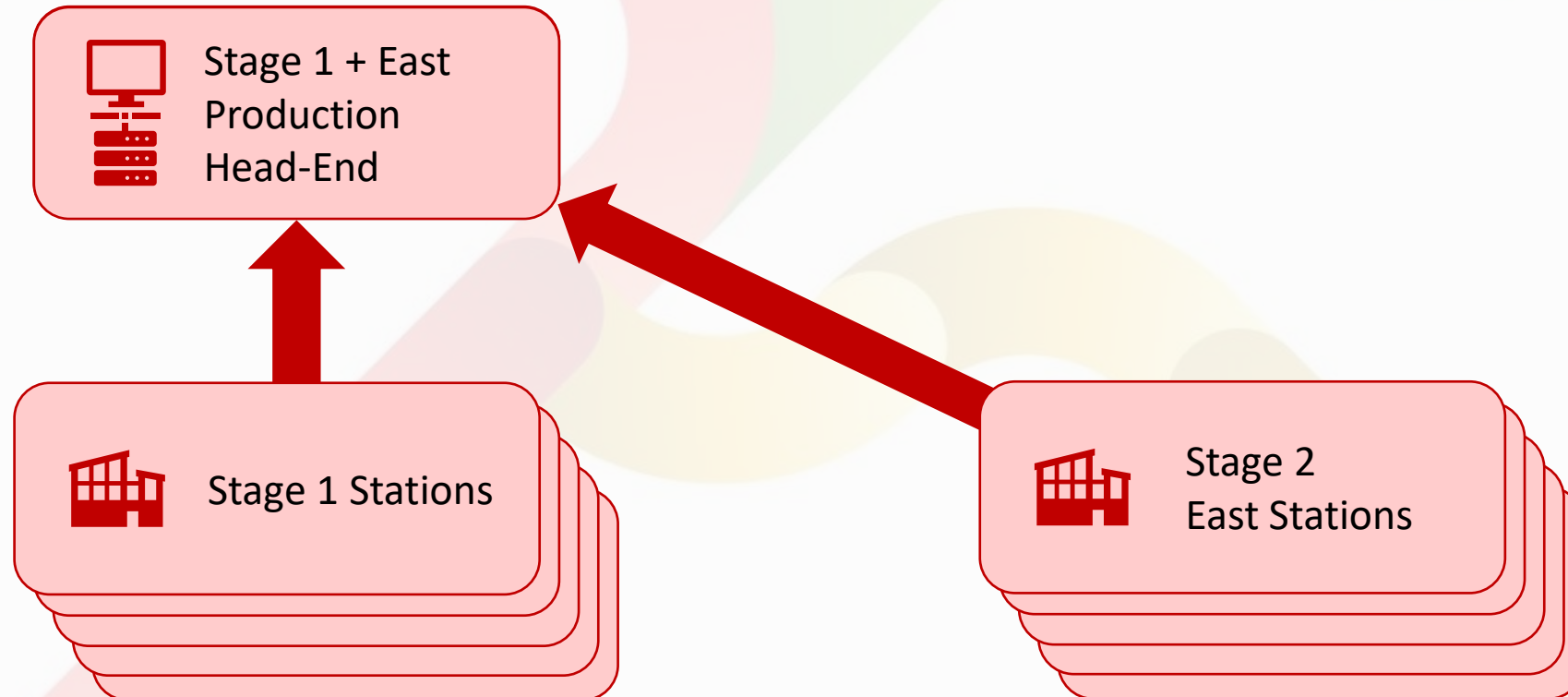


A copy of each Head-end server was established in an isolated network to integrate field devices from new stations prior to migrating the new stations into production. This is referred to as the Head-End 'Test Environment'

Testing and Commissioning Phased Approach

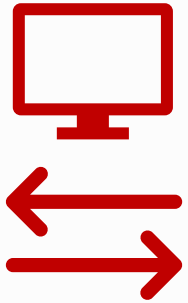


Testing and Commissioning Phased Approach

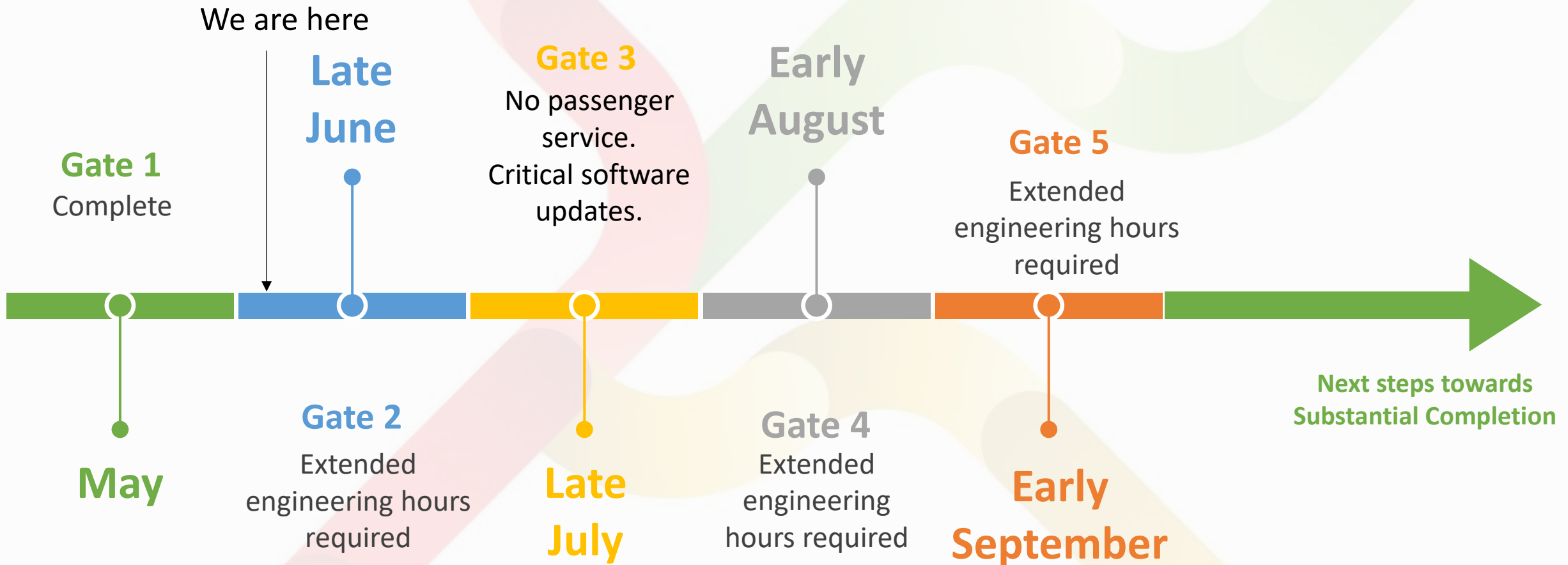


O-Train East Head-end Migration

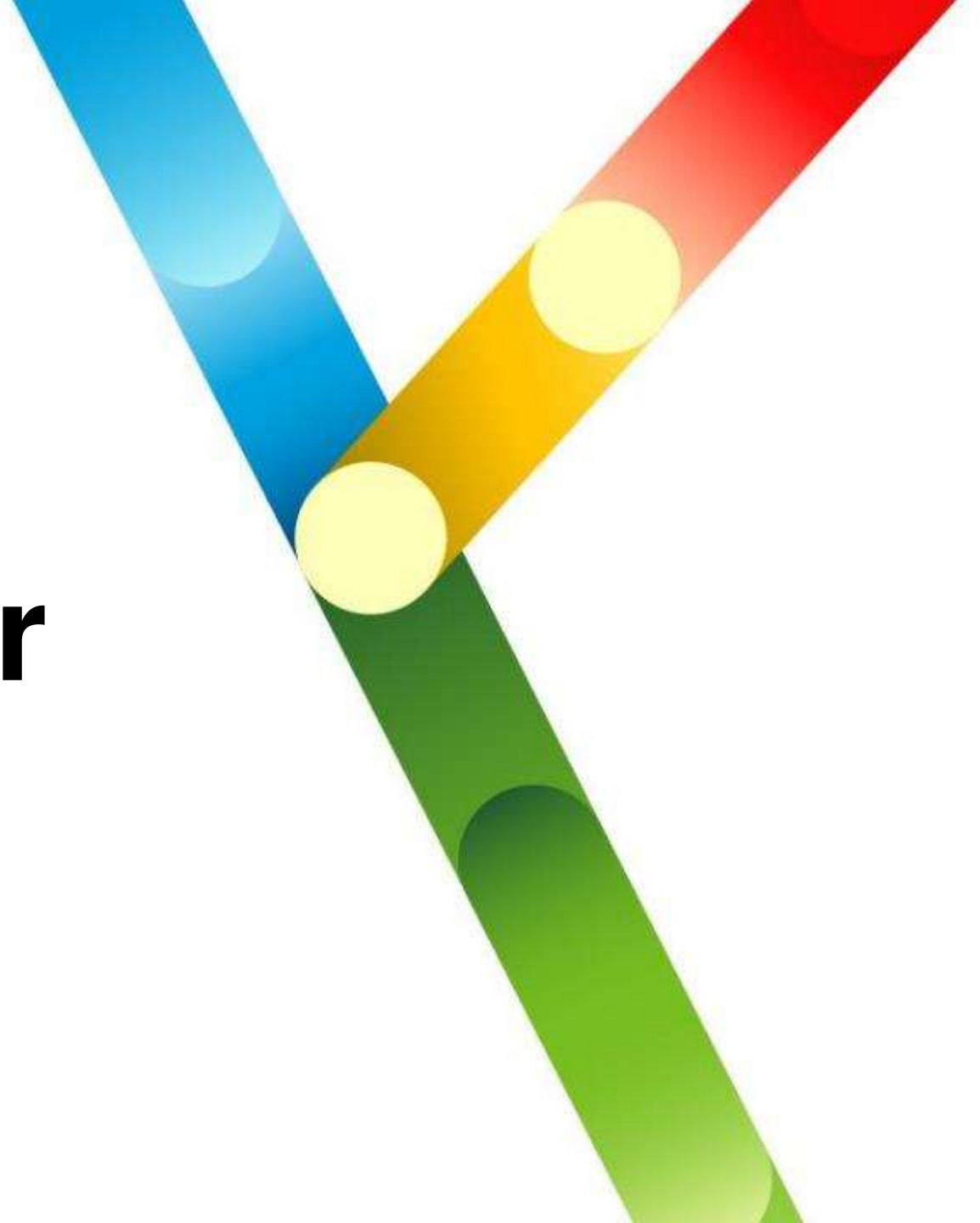
- Completion of T&C Program for the East is a prerequisite
- Gated migration process to limit customer disruption
 - Most work will occur during overnight or extended engineering hours
 - Service impacts will be communicated in advance
 - SCADA system and integration testing will require longer closures due to complexity (planned for end of July)
- Ongoing integration of East Extension systems with Line 1
 - 360 CCTV cameras
 - 140 Doors
 - 750 SCADA monitoring points



O-Train East Head-end Migration – Structured Gated Approach

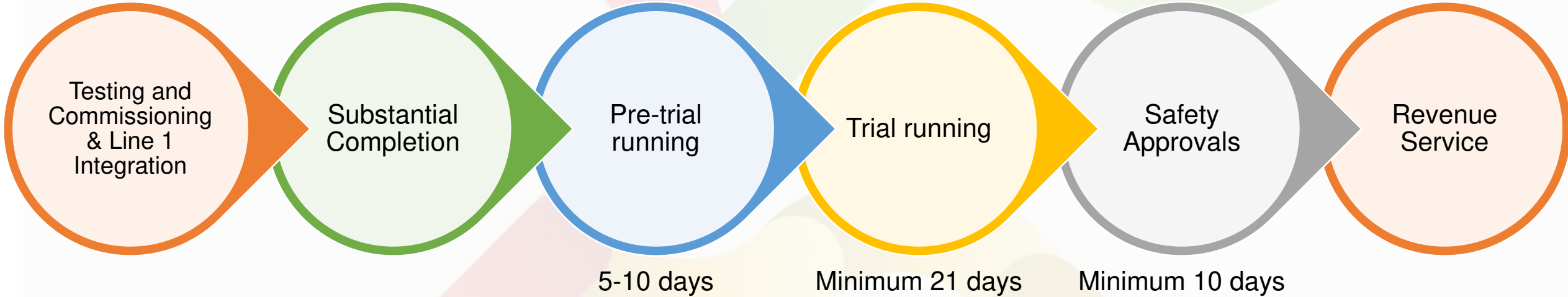


O-Train East Pathway to Passenger Service



O-Train East Pathway to Passenger Service

We are here





Questions?