



Subway and Streetcar State of Good Repair, Expansion and Modernization – 2024 Review and 2025/2026 Forecast

Date: January 27, 2025

To: TTC Board

From: Chief Operations and Infrastructure Officer

Summary

This report summarizes the work achieved and the infrastructure enhancements made using subway closures and streetcar diversions in 2024, including initiatives implemented to improve service during closures and diversions. It also provides forecasting for state of good repair, modernization and expansion work on our subway and streetcar networks for 2025 and 2026, along with associated closures and diversions, and challenges being faced. These challenges include limited non-revenue work opportunities in conjunction with an increase in enhanced modernization and expansion projects creating a dual demand on resource allocation and track occupancy.

The TTC will review options to remain in a state-of-good-repair, while accommodating enhancement, including extending closure boundaries, multi-day subway closures, and modifying the nightly early subway closure time from 11 p.m. to 10 p.m. The TTC intends to present these options to the Board in late 2025.

Recommendations

It is recommended that the TTC Board:

1. Endorse the 2025 Subway Closures and Streetcar Diversions Forecast.
2. Direct staff to forward this report to the General Manager, Transportation Services, City of Toronto for information.

Financial Summary

Closures and Diversions

Incremental operating costs associated with the use of bus replacement service for streetcar diversions and subway closures are funded from respective capital project budgets.

Subway closure costs are variable and dependent upon the duration and distance of the closure territory, along with the complexity of the work. The cost for each closure is attributed to the incremental costs for buses, advertising, and staffing. This includes Operators, contracted customer service support staff, TTC staff to supervise the closure, paid duty police officers, and parking enforcement officers. The average subway early closure cost is approximately \$35,000 per evening and the average full, two-day weekend closure cost is \$500,000 per weekend (\$250,000 per day).

The 2025 Subway Closures and Streetcar Diversions Forecast includes requirements associated with the delivery of various TTC infrastructure state-of-good-repair (SOGR) projects and Engineering, Construction and Expansion (ECE) projects, such as Automatic Train Control (ATC) on Line 2, Station Finishes and Pump Replacement projects. Bus replacement costs are funded in the TTC's 2025-2034 Capital Budget and Plan, which was approved by the TTC Board at its meeting of January 10, 2025, and to be considered by City Council at its Special Meeting on February 11, 2025.

Bus replacement costs for City and Metrolinx projects are recovered by the respective organizations. For the Provincial Priority Subway Expansion (PPSE) programs, other than Line 5 and Line 6, the TTC is anticipating that all incremental costs to maintain service capacity through construction activities will be funded by Metrolinx. Specific arrangements under the PPSE programs are subject to the finalization of a service disruption policy. The 2025 Operating Budget includes operating costs and recoveries of \$13.0 million, which was approved by the TTC Board at its meeting of January 10, 2025, and to be considered by City Council at its Special Meeting on February 11, 2025.

Work Cars

Work planned during subway closures are reliant on work cars to aid in the performance of the scheduled activities. As such, the TTC's 2025 Operating Budget includes \$0.8M to bolster work car maintenance and the 2025-2034 Capital Budget and Plan includes \$35.6 million of approved funding for work car overhauls as well as \$62.9 million toward work car procurements. These investments, as approved by the TTC Board on January 10, 2025, and before City Council for consideration on February 11, 2025, are required to increase reliability and respond to increased demand for work cars due to higher capital activity.

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Equity/Accessibility Matters

The TTC is a proud leader in providing accessible transit in the city of Toronto and continues to work toward an inclusive and barrier-free transit system for all customers, in accordance with the Accessibility for Ontarians with Disabilities Act (AODA), 2005, as accessibility is a key priority of the organization. All projects and programs are designed to be AODA compliant. Providing reliable and accessible transit service includes conducting necessary inspections and infrastructure repairs on the transit system, while minimizing the impact on customers.

Service closures result in route diversions and other temporary changes to transit service. These changes affect access to transit service for various TTC customers, including families, people with disabilities, and seniors. While the TTC does its best to minimize the impact on its customers by replacing regularly scheduled service with alternate bus shuttle service between the closure and diversion boundaries, it is important to note that shuttle services cannot duplicate the carrying capacity of subway trains or streetcars.

Decision History

At its meeting on August 19, 2014, the Board received a report that explained the need for, and purpose of, subway closures:

[Explanation of Subway Closures](#)

Each year since 2017, staff have made presentations to the TTC Board on subway closures, most recently in January 2024:

[Subway Closures and Streetcar Diversions – 2023 Review and 2024/25 Forecast](#)

Detailed transit network expansion updates have been provided annually since 2021 and most recently in July 2024:

[July 17, 2024 Transit Network Expansion Update](#)

Issue Background

The TTC is committed to providing safe, reliable, accessible, and efficient service. To do so, the TTC performs regular inspections and critical repairs to its subway and streetcar infrastructure nightly at the conclusion of service, where possible.

Currently, the subway system opens at 6 a.m., six days a week, and at 8 a.m. on Sundays, with a closing time between 2 a.m. and 3 a.m. On weeknights and Saturdays, TTC staff have an approximate three-hour timeframe to organize and execute work, and from Saturday night into Sunday morning, a five-hour period is available. When taking into account the need to set up work zones and move work cars and equipment into planned work areas, the actual production time is significantly less. In 2024, the average subway production time was one hour and 32 minutes (92 minutes) for work requiring a traction power isolation and two hours and five minutes (125 minutes) for work not requiring a traction power isolation. For the TTC to continue supporting necessary state-of-good-repair programs, capacity improvements, and transit expansion, the current closure program requires continuous review. Exploring larger closure boundaries, extending closure timing, more aggressive work car procurement to ensure better availability/reliability of work cars and consideration toward altering subway service hours will ensure better asset reliability.

The streetcar system operates separately from the subway system, with most lines operating in revenue service 24 hours a day. Because of this, there is no available non-revenue work window, and therefore key capital and operating work requires the

diversion of service, requiring the TTC to provide bus replacement until project completion.

With the arrival of new streetcars and the increased demand for streetcar service, the network is forecasted to experience an above-average asset deterioration rate and increase in required state-of-good-repair work. This coupled with traffic congestion throughout the city of Toronto, along with aging City assets requiring replacement and Metrolinx transit expansion initiatives, significant scheduling challenges are anticipated.

Subway Closures

The various types of subway closures utilized to schedule work include:

Weeknight Early Closure: A section of the line is closed early, at 11 p.m. on weeknights, Monday to Friday. This approach was trialed in the fall of 2018 and was fully implemented in 2019 and has been utilized since. The TTC is considering an earlier closure time of 10 p.m. during weeknight early subway closures in 2025 and beyond to accommodate growing demands.

One Day Weekend Closure (Single Day): A section of the line is closed for one day from the end of service the previous night to the start of service the following morning.

Full Weekend Closure: A section of the line is closed for two days from the end of service on Friday night to the start of service on Monday morning.

One Day Late Opening: A section of the line is closed, usually on a Sunday, for approximately four hours, and regular scheduled service begins at 12 p.m.

Station By-Pass: Whereby trains are operating through the station, but not stopping at the station. A variation of this type of closure may result in single platform operations if at an end terminal station.

Extended Closures: A section of the line is closed for more than two days, regardless of weekday or weekend in an effort to accelerate project work.

A full weekend subway closure offers the equivalent of approximately five weeks of regular night work as it provides up to 50 uninterrupted hours of work, allowing for multiple work groups to participate. TTC service diversions are co-ordinated internally, as well as with the City of Toronto, to keep the level of disruption to TTC customers and city commuters to a minimum.

Streetcar Diversions

The TTC typically uses the below strategies to schedule its work on the streetcar network. These include:

Nightly Diversion: A section of the line has its service diverted temporarily during off-peak service hours, typically from 11 p.m. until 4 a.m.

One Day Diversion: A section of the line has its service diverted for one day, from 11 p.m. the previous night to the start of service the following morning.



Full Diversion: A section of the line has its service diverted for more than one day. Typically, a full diversion is two days from the end of service Friday night to the start of service on Monday morning.

Capital Projects: A section of the network is closed for an extended period of time. Co-ordination of major capital projects occurs between the TTC and City of Toronto's Engineering and Construction Services Division. These diversions support the TTC's and City's state-of-good-repair programs requiring streetcar service diversions for longer than one board period. A board period is defined as a six-week period where Operators select their work based on the service planning schedule. During planned subway closures and streetcar diversions, the TTC provides various alternate services by:

- Replacing subway and streetcar service by operating accessible shuttle buses along the affected portion of the subway/streetcar line and adding resources to maintain capacity on other routes affected by the subway closure or streetcar diversion;
- Modifying traffic signals to give priority to shuttle buses, minimizing traffic congestion and improving shuttle bus efficiency;
- Using scheduled construction buses along routes impacted by subway closures and surface construction projects;
- Employing Toronto Police Paid Duty Officers and City Traffic Agents to assist shuttle buses through busy intersections, as well as Toronto Parking Enforcement Officers to enforce parking restrictions along the shuttle route;
- Staffing stations and shuttle bus stops with supervisory staff and customer service representatives to provide customer information and respond to the needs of customers. Staff and customer service representatives are trained on the AODA and the Ontario Human Rights Code to respond to the needs of customers;
- Communicating to customers in advance of, and during, all closures and diversions through signage, announcements, and social and traditional media outlets;
- Providing Wheel-Trans buses that are available upon request to assist customers in reaching an accessible subway station;

- Using accessible, low-floor buses equipped with ramps and a kneeling feature. These buses have route destination signs as well as automated audible and visual next-stop announcements; and
- Monitoring compliance of announcements and communications methods through internal auditing processes.

The TTC provides advance notification of subway closures or streetcar diversions and temporary and extended service disruptions and delays to customers via:

- Media releases.
- Transit Reporter broadcasting closures and diversions via CityNews 24/7.
- Audible and visual displays on video screens on subway platforms and in stations.
- Website postings at [Service Advisories](#), on [@TTCnotices](#) X (formerly Twitter), on [Instagram](#)  and [Facebook](#) .
- E-mail alerts to customers who registered to [My TTC e-Alerts](#).
- Information updates at mywheel-trans.ttc.ca when booking a trip.

Escalator and elevator disruption information is posted on the TTC website at [Elevators and escalators planned maintenance](#). Status is also available by calling 416-539-5438 (LIFT), Telecommunications Relay Service 1-800-855-0511, or by e-mail at [My TTC e-Alerts](#) (elevators only).

The TTC works with the City of Toronto and partners (i.e. Metrolinx) to co-ordinate diversions for transit expansion and major capital projects. Recently, the TTC has partnered with the City's Strategic Capital Co-ordination Unit to improve and strengthen co-ordination in the downtown core to better manage and reduce traffic impacts across the city through a five-year outlook lens.

Comments

In 2024, the TTC planned 22 full weekend closures, eight late openings, and 178 nights of early closures.

As of December 31, 2024, the actual number of closures executed was 25 full weekend closures, two single-day closures, six late openings, 169 nights of early closures, and eight days of station by-pass.

Subway closures on Line 1 and Line 2 allowed for key projects to remain on schedule, including Easier Access works, Station finishes work, Eglinton Crosstown Light Rail Transit (ECLRT), York Mills full turnout replacement, Scarborough Subway Extension (SSE), addressing numerous Restricted Speed Zones and the Warden and Chester track full turnout replacements.

Major Capital Projects

Here is a brief outline of the major project work completed in 2024 on a few key projects as a result of capitalizing on time offered by the subway closure program:

- **Easier Access Project**
 - This program includes the installation of elevators, accessible doors, and updated signage and wayfinding at all subway stations. In 2024, work was performed concurrently at 15 stations, and the construction of Lawrence Station Easier Access required four early access, one single-day, and two full weekend subway closures.
- **Station Finishes Project**
 - This program includes the replacement of ceiling and wall finishes at Queen's Park and St Patrick stations to modernize the station aesthetics. In 2024, several closures were utilized to paint tunnel liners and to install bolts and framing to support new, porcelain enamel panels; work best executed with no subway service operating.

Transit Expansion Projects

- **Eglinton Crosstown Light Rail Transit (ECLRT) Project**
 - Due to the execution of available track time during 2024 subway closures, most of the work at Eglinton Station is complete and the work is anticipated to be completed in Q1 2025.
- **Scarborough Subway Extension (SSE) Project**
 - Due to various subway closures, electrical cabling relocations work was completed to accelerate the future tunnel extension work as part of the SSE 2024 planned early works program.
- **Yonge North Subway Extension (YNSE) Project**
 - Similar to the SSE, the required planned duct structure and power cabling work between Finch Traction Power Substation (TPSS) and Station, tail track modifications, electrical, and communications were completed in 2024.

Ongoing State of Good Repair Work

As a result of the closures, the following SOGR capital work was completed:

- Installation of 7,260 feet of track running rail, six full turnout replacements, and 13 turnout major maintenance programs on both Line 1 and Line 2.
- Two full turnout replacements and 3,400 feet of complete track renewal within Wilson, Greenwood, and Davisville yards.
- Installation of 1,000 feet of rail fastening systems, delivering high vibration and noise attenuation features.
- Re-profiling of 85,000 feet of mainline running-rail.
- Executing work associated with the removal of 153 Restricted Speed Zones as of November 25, 2024.

2024 Streetcar Diversion Review

In 2024, the TTC planned 26 full weekend diversions, 46 nightly diversions, and 13 capital projects.

As of December 31, 2024, the actual number of diversions executed in 2024 was 24 full diversions, 42 nightly diversions, and 12 capital projects.

Major Capital Projects

These projects are planned within a streetcar diversion and are co-ordinated to maintain infrastructure assets in a state of good repair. In 2024, the following major capital projects were completed involving TTC streetcar track and/or overhead assets replaced, co-ordinated, and bundled with other municipal works as result of the streetcar diversion program.

Ongoing projects as of January 1, 2025

- Fleet Loop - carry over from 2024 schedule.
- Bloor Loop - carry over from 2024 schedule.
- Spadina (Bloor to College) - delayed from 2024 schedule.

Completed projects as of January 1, 2025

- St Clair West Station
- Bathurst (St Clair to Bloor)
- Spadina (King to Queens Quay)
- Queens Quay (Spadina to Bay); Lower Spadina and Queens Quay
- Queens Quay (Bathurst to Spadina)
- King (Dufferin to Shaw)
- Adelaide (Spadina to Church)
- Queen and York; York (Queen to Adelaide)

Service Reliability Enhancements

- SOGR – Car Stop Replacements
 - The Car Stop Replacement program replaced worn streetcar stop rail in advance of failure.
 - King and John, King and Portland, Gerrard and Bowmore, Queen and Waverley, Gerrard and De Grassi, St. Clair and Dufferin; St. Clair and Russell Hill, as well as Fleet and Fort York were completed.
- SOGR – Streetcar Track and Overhead Inspections
 - Preventative maintenance inspections were done to ensure safe and reliable service.
 - Inspections were performed under service diversions at Spadina/Bloor Tunnel, Harbourfront Tunnel, and at St Clair West Station.
- SOGR – Streetcar Track and Overhead Overhaul

- Scheduled corrective maintenance prevented damage to TTC vehicles and directly improved the safety of passengers, cyclists, and pedestrians.
- Track overhauls were completed at Upper Gerrard and Coxwell, King and Church, Queen west of Church, Dundas and Mutual, as well as Fleet and Strachan.
- Overhead upgrades and overhauls were completed on Bathurst Street from Bathurst Station to St Clair, Queens Quay, Richmond Street, Adelaide Street and York Street for the Ontario Line By-pass. Overhead upgrades continue on Spadina Avenue between King and College.
- Expansion Joint Replacement
 - Queen and Don Valley Parkway, Dundas and Don Valley Parkway, Dundas and Sterling.
- SOGR – Rail Repair
 - Corrective maintenance mitigated damage to TTC vehicles and improved the safety of passengers, cyclists, and pedestrians. Rail repairs were completed on Sherbourne and Jarvis, Howard Park from High Park Loop to the east of Roncesvalles, College and Gladstone, Queen and Beaconsfield, as well as Fleet and Strachan.
- SOGR – Surface Traction Power (STP) and Alternate Feeds
 - Upgrades were completed on St. Clair Avenue, Spadina south of Adelaide Street, Adelaide Street, Richmond Street, Russel Yard, Fleet Street and Bathurst Street.

In addition to planned streetcar diversions, the TTC also replaces infrastructure during unplanned emergencies and closures. For example, when a dump truck damaged the overhead network at King Street and Spadina Avenue in December 2024, the TTC not only replaced infrastructure, but also upgraded critical electrical contact points of the overhead network to streetcars, prolonging the lifespan of both the infrastructure and equipment.

2025 Subway/Streetcar Diversion Plan

The 2025 planned closures focus on maintaining assets, while also supporting expansion and modernization initiatives. These include:

- Keeping aging assets in a state of good repair, especially with FIFA 2026 on the horizon.
- Maximizing available work windows by expanding larger closure boundaries and exploring added time to our nightly early closure program by closing pre-identified sections at 10 p.m., rather than the traditional 11 p.m. start time.
- Continue strengthening and building co-ordination strategies with City of Toronto planning teams, including Transportation and Workzone Co-ordination, Special Events Advisory Team, the Strategic Capital Co-ordination Office, and RapidTO.

- Larger closure boundaries on full weekend closures to allow the TTC to capture added scopes of work within a single closure boundary and to maximize work windows.

By executing the above, the TTC can maintain its assets, increase work scopes for various trades, strengthen co-ordination with the City of Toronto on shared projects, and implement traffic congestion reduction strategies, while prioritizing transit for the TTC to deliver efficient transit solutions before, during and after FIFA 2026.

2025 Subway Closures Forecast

As a result of SOGR requirements, along with transit enhancement and expansion projects, a summary of the tentative 2025 subway closures can be found in Attachment 1. Attachment 4 provides a detailed outline of the planned subway closure activities.

The proposed 2025 Subway Closures Forecast has been scheduled to ensure that projects, such as the ECLRT, Rogers 5G, ATC Line 2 enabling work, SSE, and critical SOGR programs are scheduled in an efficient manner to minimize customer disruptions. Co-ordination of these closures takes place in a larger context of what is happening throughout the city and days/weekends where major City events are avoided based on impact and proximity to maintain a good customer experience. The TTC co-ordinates directly with the City's Special Events Advisory Team (SEAT), Strategic Capital Co-ordination Office (SCCO) and Engineering Construction Services (ECS) to communicate, measure, and provide support(s), where required.

2025 Streetcar Diversions Forecast

The TTC 2025 streetcar diversion plan aims to ensure asset availability for FIFA 2026, with a particular focus on key King Street track intersection replacements at King and Church and King and Dufferin, along with the replacement of the Fleet and Bathurst intersection, resulting in streetcar diversions on the 504 King and 509 Harbourfront routes. As part of the 2025 strategy, various life extension programs are planned along the King Street route on the tangent tracks. Although a life extension program will suffice to ensure a reliable FIFA 2026 service, it is anticipated that these assets will need to be replaced post-2026 and long before the completion of the Gardiner Expressway work. Further co-ordination with the City of Toronto will be required to ensure this critical work is scheduled within the asset replacement timeframes.

A summary of the forecasted 2025 Streetcar Diversions can be found in Attachment 2.

Attachment 5 outlines the detailed streetcar diversion activities.

2026 Preliminary Forecasted Full Weekend Subway Closures and Streetcar Diversions

The TTC plans to continue to utilize full weekend, single-day, and early weeknight closures, as well as late Sunday openings to progress project work, such as Rogers 5G, Bloor-Yonge Expansion, Ontario Line, SSE, and other expansion and critical SOGR tasks to progress. Streetcar diversions will continue to support upcoming major capital projects and SOGR maintenance, repairs, and overhauls.

With the ongoing Gardiner Expressway work scheduled to continue into 2030 and its impact on traffic congestion, the TTC is working closely with the City's capital planning teams and traffic mitigation units to develop solutions to ensure all City and TTC work can be completed. It is vital that the TTC be permitted to continue to execute planned streetcar state-of-good-repair programs along Queen, College, and Dundas routes well after FIFA in 2026 in parallel with the ongoing Gardiner Expressway work.

The streetcar closures and diversions tentatively proposed for 2026 will be finalized at the end of 2025 after a thorough review of existing work. Of note is the quantity of capital programs scheduled for each streetcar line, including significant, critical work on Queen Street at Don Valley Parkway for rail replacement. Deferring these programs beyond 2026 could lead to asset failure, leading to service impacts and exceeding asset life cycles.

The forecasted 2026 Subway Closures and Streetcar Diversions summary can be found in Attachment 3.

Post-2026 Challenges

The TTC is diligently planning asset replacement and various expansion strategies beyond 2026, but it is evident that the TTC will be encountering significant challenges regarding the availability of suitable time on both the subway and streetcar network to perform the necessary work.

On the subway side, a significant increase in production time is required to continue to maintain its assets in a state of good repair. Given the current rate of track asset deterioration, it is expected that the average production time of approximately 92 minutes will need to approximately double to more than 180 minutes to continue to ensure all assets remain in a safe and reliable state.

As the TTC continues to mature its Enterprise Asset Management (EAM) practices and invest in real-time monitoring technologies, the TTC will transition to a proactive maintenance model. As such, additional production time will be required to perform the necessary maintenance functions in advance of potential asset failure. This will optimize asset performance, reduce costs, improve safety and reliability, and improve the customer experience.

In 2025, the TTC will explore organizing full weekend and early access closures with larger boundaries and longer timeframes. This will be necessary to continue with its state-of-good-repair and various expansion projects. These future ideas will need to be explored, including:

1. Organizing full weekend closures with significantly larger closures boundaries (i.e. Kennedy to Broadview closure).
2. Weekly early access closures commencing at 10 p.m. with larger boundaries.
3. Nightly suspension of subway service at midnight across some or all subway lines, rather than 2 a.m.
4. Various multi-day or multi-week closures of various points of the subway system.

With the above exploration of access options, significant investment into these programs is required along with the procurement of suitable work cars through a phased fleet replacement approach and rolling stock transition plan. To ensure the TTC is able to continue delivering on its state-of-good-repair program, while accommodating future growth and expansion projects, the availability of work cars for trackside activities and the time required to maintain the work cars in a state of good repair is inversely proportional, and as such, it is critical that the capacity to provide safe, reliable and available work cars is built into future plans.

On the streetcar network, it is anticipated that the streets of Toronto will remain congested for the foreseeable future. Although the TTC and the City of Toronto have developed a plan to have TTC assets available to support the FIFA 2026 tournament, major scheduling challenges exist beyond 2026 that will need to be addressed.

Given the City's challenges, certain TTC work has been deferred over the past several years. As the assets continue to age and are subjected to the daily service demands, a long-term execution strategy, post-2026, is required. This situation is further compounded by the ongoing Gardiner Expressway construction work and the Ontario Line expansion that limits TTC's ability to replace its deteriorating assets on parallel routes (i.e. King, Queen, and Dundas). In the coming years, the prognosis is that TTC will need to expand its current state-of-good-repair work to meet the growing service demands at the forecasted asset deterioration rate.

The TTC will continue to work closely with its City partners and Metrolinx to find efficient strategies to complete the work. It is critical that the TTC performs its required asset maintenance and state-of-good-repair work as deferrals will accelerate deterioration surpass end-of-life cycles and likely impact service reliability.

Contact

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Signature

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Attachments

Attachment 1 – 2025 Subway Closures Forecast Summary

Attachment 2 – 2025 Streetcar Diversion Forecast Summary

Attachment 3 – 2026 Subway Closures and Streetcar Diversions Forecast

Attachment 4 – 2025 Subway Closures Forecast

Attachment 5 – 2025 Streetcar Diversions Forecast

Attachment 1 – 2025 Subway Closures Forecast Summary

SOGR = State of Good Repair; ECE = Engineering, Construction and Expansion;
 ATC = Automatic Train Control; OL = Ontario Line; SSE = Scarborough Subway Extension; ECLRT = Eglinton Crosstown Light Rail Transit

*** 38 full weekend closures are being planned to deliver on 28 weekends by executing closures on both lines.**

CLOSURE TYPE	LINE	SOGR	ECE	ATC	OL	SSE	Rogers	ECLRT	TOTAL
Full Weekend	YUS Line 1	8	5				3		16*
	BD Line 2	6	5	1		6	4		22*
Late Opening	BD Line 2	10							10
Early Weeknight	YUS Line 1	93	5				16		114 nights
	BD Line 2	96	4			3			103 nights
Single Day Closure	YUS Line 1							1	1

NON-CLOSURE	LINE	SOGR	ECE	ECLRT	ATC	OL	SSE	TOTAL
Single Line Operation	YUS Line 1	58						58 days

Attachment 2 – 2025 Streetcar Diversion Forecast Summary

SOGR = State of Good Repair; OL = Ontario Line

CLOSURE TYPE	LINE	SOGR	OL	SOGR Carstop	SOGR Inspections	SOGR Rail Repair	SOGR Intersection Overhaul	SOGR Tangent Track Rehabilitation	Track Maintenance	Curve Rail Replacement	Expansion Joint Replacement	TOTAL
Capital Project	504 King	2										2
	506 Carlton	1										1
	511 Bathurst	1										1
Full Diversion	501 Queen		2				1					3
	504 King						1	3				4
	505 Dundas			1		1					1	3
	506 Carlton			6		1				1		8
	507 Long Branch							1				1
	509 Harbour-front				3	1						4
	510 Spadina								1			1

Attachment 3 – 2026 Subway Closures and Streetcar Diversions Forecast

SOGR = State of Good Repair; ECE = Engineering, Construction and Expansion;
 ATC = Automatic Train Control; SSE = Scarborough Subway Extension; OL = Ontario Line

CLOSURE/DIVERSION TYPE	LINE	SOGR	ECE	ATC	SSE	OL	Rogers	TOTAL
Full Weekend	YUS Line 1	4	13			9		26
	BD Line 2	6	7	2	2		6	23
	SHP Line 4						5	5
Capital Projects	501 Queen	3						3
	503 Kingston	1						1
	504 King	4						4
	505 Dundas	2						2
	506 Carlton	5						5
	507 Long Branch	1						1
	508 Lake Shore	3						3
	509 Harbourfront	2						2
	510 Spadina	2						2
	511 Bathurst	1						1

Attachment 4 – 2025 Subway Closures Forecast

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Jan 13	Jan 17	EA	Rogers	Rogers Cell Service	Yes	Asbestos Abatement		Finch to Eglinton
	Jan 18	EA	EC&E	ECLRT	+	ECLRT Project		Finch to St Clair
Jan 18	Jan 19	SD	EC&E	ECLRT	Yes	ECLRT Project		York Mills to St Clair
Jan 20	Jan 25	EA	Track	SOGR	Yes	Rail Replacement		Lawrence West to St George
Jan 25	Jan 27	FW	Track	SOGR	Yes	Rail Replacement		Lawrence West to St George
		FW	EC&E	Major Projects	+	Breaker Room Steel Beam		Lawrence West to St Clair West
Jan 27	Feb 01	EA	EC&E	Station Finish	Yes	Station Finish	Y	St George to St Andrew
		EA	EC&E	Pump Replacement	+	Pump Replacement Project	Y	Lower Bay to Museum
Feb 01	Feb 03	FW	EC&E	Station Finish	Yes	Station Finish	Y	St George to St Andrew
		FW	EC&E	Pump Replacement	+	Pump Replacement Project	Y	Lower Bay to Museum
Feb 03	Feb 07	EA	Rogers	Rogers Cell Service	Yes	Asbestos Abatement		Finch to Eglinton
Feb 10	Feb 15	EA	Track	SOGR	Yes	Re-insulation of C81 / C82 + Defect Repair	Y	Bloor to Osgoode
Feb 18	Feb 22	EA	Track	SOGR	Yes	Re-insulation of C81 / C82 + Defect Repair	Y	Bloor to Osgoode

EA: Early Weeknight Closure

FW: Full Weekend Closure

LO: Late Opening

+: Closure Participant

ATC: Automatic Train Control

EC&E: Engineering, Construction & Expansion

OL: Ontario Line

SOGR: State-of-Good-Repair

SSE: Scarborough Subway Extension

Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Feb 22	Feb 24	FW	Track	SOGR	Yes	6628 Union Mm C8 Geometry Fast Clips	Y	College to Osgoode
Feb 24	Mar 01	EA	Track	SOGR	Yes	Re-insulation of C81 / C82 + Defect Repair	Y	Bloor to Osgoode
Mar 01	Mar 03	FW	Track	SOGR	Yes	Re-insulation of C81 / C82 + Defect Repair	Y	Bloor to Osgoode
		FW	EC&E	Major Projects	+	"Jumper" Cables Install	Y	Wellesley to Queen
Mar 01	Mar 03	FW	SEC Signals	SOGR	Yes	Signal System Testing (1 of 2)		Kipling to Jane
Mar 03	Mar 07	EA	Track	SOGR	Yes	Re-insulation of C81 / C82 + Defect Repair	Y	Bloor to Osgoode
Mar 07	Mar 08	EA	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy
Mar 08	Mar 10	FW	EC&E	Station Finish	Yes	Station Finish	Y	St George to St Andrew
Mar 08	Mar 10	FW	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy
		FW	Rogers	Rogers Cell Service	+	Splicing Wires		Woodbine to Kennedy
Mar 10	Mar 15	EA	Track	SOGR	Yes	Finch Major Maintenance		Finch to York Mills
		EA	Rogers	Rogers Cell Service	+	Asbestos Abatement		Finch to Eglinton

EA: Early Weeknight Closure

FW: Full Weekend Closure

LO: Late Opening

+: Closure Participant

ATC: Automatic Train Control

EC&E: Engineering, Construction & Expansion

OL: Ontario Line

SOGR: State-of-Good-Repair

SSE: Scarborough Subway Extension

Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Mar 17	Mar 22	EA	Track	SOGR	Yes	Finch Major Maintenance		Finch to York Mills
		EA	EC&E	Pump Replacement	+	Pump Replacement Project		York Mills to Eglinton
		EA	Rogers	Rogers Cell Service	+	Asbestos Abatement		Finch to Eglinton
Mar 21	Mar 22	EA	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy
Mar 22	Mar 24	FW	Track	SOGR	Yes	Finch Major Maintenance		Finch to York Mills
		FW	EC&E	Pump Replacement	+	Pump Replacement Project		York Mills to Eglinton
		FW	Rogers	Rogers Cell Service	+	Cable Tray Installation		Sheppard to St Clair
Mar 22	Mar 24	FW	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy
Mar 24	Mar 29	EA	Track	SOGR	Yes	Finch Major Maintenance		Finch to York Mills
		EA	EC&E	Pump Replacement	+	Pump Replacement Project		York Mills to Eglinton
		EA	Rogers	Rogers Cell Service	+	Asbestos Abatement		Finch to Eglinton
Mar 31	Apr 04	EA	Track	SOGR	Yes	Finch Major Maintenance		Finch to York Mills
		EA	EC&E	Pump Replacement	+	Pump Replacement Project		York Mills to Eglinton
		EA	Rogers	Rogers Cell Service	+	Asbestos Abatement		Finch to Eglinton
		EA	Structures	SOGR	+	Davisville Platform Rehab		Sheppard to Eglinton

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OL: Ontario Line

SOGR: State-of-Good-Repair

SSE: Scarborough Subway Extension

Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Apr 06	Apr 06	LO	Structures	SOGR	Yes	Beam Replacement (1 of 10)	Y	St George to Broadview
Apr 07	Apr 12	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (1 of 12)		VMC to Finch West
Apr 07	Apr 12	EA	Track	SOGR	Yes	Tie Replacement Eb		Jane to Ossington
		EA	EC&E	Pump Replacement	+	Pump Replacement Project		Ossington to Christie
Apr 12	Apr 14	FW	Track	SOGR	Yes	Tie Replacement Eb		Jane to Ossington
		FW	EC&E	ATC Line 2	+	Ground Screw Install (Runnymede to High Park)		Jane to Ossington
Apr 14	Apr 18	EA	Track	SOGR	Yes	Tie Replacement Eb		Jane to Ossington
		EA	EC&E	Pump Replacement	+	Pump Replacement Project		Ossington to Christie
Apr 20	Apr 20	LO	Structures	SOGR	Yes	Beam Replacement (2 of 10)	Y	St George to Broadview
Apr 21	Apr 26	EA	Track	SOGR	Yes	Tie Replacement Eb		Jane to Ossington
		EA	EC&E	Pump Replacement	+	Pump Replacement Project		Ossington to Christie

EA: Early Weeknight Closure

FW: Full Weekend Closure

LO: Late Opening

+: Closure Participant

ATC: Automatic Train Control

EC&E: Engineering, Construction & Expansion

OL: Ontario Line

SOGR: State-of-Good-Repair

SSE: Scarborough Subway Extension

Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Apr 28	May 03	EA	Track	SOGR	Yes	Tie Replacement Eb		Jane to Ossington
Apr 29	May 03	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (2 of 12)		VMC to Finch West
May 05	May 09	EA	Track	SOGR	Yes	York Mills Full Turnout Replacement + Defects Repair	Y	Sheppard to College
May 09	May 10	EA	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy
May 10	May 12	FW	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy
May 12	May 17	EA	Track	SOGR	Yes	York Mills Full Turnout Replacement + Defects Repair	Y	Sheppard to College
May 12	May 17	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (3 of 12)		VMC to Finch West
May 17	May 19	FW	Rogers	Rogers Cell Service	Yes	Broadview to Woodbine (1 of 2)	Y	Broadview to Woodbine
		FW	EC&E	Pump Replacement	+	Pump Replacement Project at Donlands (SEC to support)	Y	Broadview to Woodbine

EA: Early Weeknight Closure

FW: Full Weekend Closure

LO: Late Opening

+: Closure Participant

ATC: Automatic Train Control

EC&E: Engineering, Construction & Expansion

OL: Ontario Line

SOGR: State-of-Good-Repair

SSE: Scarborough Subway Extension

Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
May 20	May 24	EA	Track	SOGR	Yes	York Mills Full Turnout Replacement + Defects Repair	Y	Sheppard to College
May 24	May 26	FW	Track	SOGR	Yes	York Mills Full Turnout Replacement + Defects Repair	Y	Sheppard to College
		FW	EC&E	Major Projects	+	New Duct Bank at Davisville		Eglinton to St Clair
May 26	May 31	EA	Track	SOGR	Yes	York Mills Full Turnout Replacement + Defects Repair	Y	Sheppard to College
May 26	May 31	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (4 of 12)		VMC to Finch West
Jun 01	Jun 01	LO	Structures	SOGR	Yes	Beam Replacement (3 of 10)	Y	St George to Broadview
Jun 02	Jun 06	EA	EC&E	Pump Replacement	Yes	Pump Replacement Project		Ossington to Christie
Jun 07	Jun 09	FW	Rogers	Rogers Cell Service	Yes	Broadview to Woodbine	Y	Broadview to Woodbine
		FW	EC&E	Major Projects	+	Traction Feeders at Broadview TPSS	Y	St George to Woodbine
		FW	EC&E	Pump Replacement	+	Pump Replacement Project	Y	Broadview to Woodbine

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Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Jun 09	Jun 14	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (5 of 12)		VMC to Finch West
Jun 09	Jun 14	EA	Track	SOGR	Yes	Islington Mm And Open Cut Maintenance		Kipling to Jane
Jun 14	Jun 16	FW	EC&E	Major Projects	Yes	Traction Power Feeder	Y	Jane to St George
		FW	EC&E	ATC Line 2	+	Ground Screw Installation	Y	Jane to St George
		FW	Track	SOGR	+	Track work (Night Shift Only)	Y	Jane to St George (Night Shift Only)
Jun 16	Jun 21	EA	Track	SOGR	Yes	Islington Mm And Open Cut Maintenance		Kipling to Jane
Jun 21	Jun 23	FW	Track	SOGR	Yes	Islington Major Maintenance & Open Cut Maintenance		Kipling to Jane
		FW	EC&E	ATC Line 2	+	Ground Screw Installation (Kipling Crossover)		Islington to Keele
Jun 23	Jun 28	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (6 of 12)		VMC to Finch West
Jun 23	Jun 28	EA	Track	SOGR	Yes	Islington Mm And Open Cut Maintenance		Kipling to Jane

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Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Jun 29	Jun 29	LO	Structures	SOGR	Yes	Beam Replacement (4 of 10)	Y	St George to Broadview
Jul 02	Jul 05	EA	Track	SOGR	Yes	Open Cut Maintenance		Sheppard West to Spadina
Jul 05	Jul 07	FW	SEC Signals	SOGR	Yes	Signal System Testing (2 Of 2)		Kipling to Jane
Jul 07	Jul 12	EA	Track	SOGR	Yes	Open Cut Maintenance		Sheppard West to Spadina
Jul 07	Jul 12	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (7 of 12)		VMC to Finch West
Jul 12	Jul 14	FW	Rogers	Rogers Cell Service	Yes	Cable Tray Installation		St Clair West to St George
		FW	EC&E	Major Projects	+	Breaker Room Steel Beam		Lawrence West to St Clair West
		FW	EC&E	Station Finish	+	Station Finish	Y	St George to St Andrew
Jul 13	Jul 13	LO	Structures	SOGR	Yes	Beam Replacement (5 of 10)	Y	St George to Broadview
Jul 14	Jul 19	EA	Track	SOGR	Yes	Open Cut Maintenance		Sheppard West to Spadina
Jul 19	Jul 21	FW	Track	SOGR	Yes	Open Cut Maintenance		Sheppard West to Spadina
Jul 19	Jul 21	FW	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy

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Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Jul 21	Jul 26	EA	Track	SOGR	Yes	Open Cut Maintenance		Sheppard West to Spadina
Jul 21	Jul 26	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (8 of 12)		VMC to Finch West
Jul 27	Jul 27	LO	Structures	SOGR	Yes	Beam Replacement (6 of 10)	Y	St George to Broadview
Jul 28	Aug 02	EA	Track	SOGR	Yes	Open Cut Maintenance Tamping		Victoria Park to Kennedy
Aug 05	Aug 09	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (9 of 12)		VMC to Finch West
Aug 05	Aug 09	EA	Track	SOGR	Yes	Open Cut Maintenance Tamping		Victoria Park to Kennedy
Aug 10	Aug 10	LO	Structures	SOGR	Yes	Beam Replacement (7 of 10)	Y	St George to Broadview
Aug 11	Aug 16	EA	Track	SOGR	Yes	Open Cut Maintenance Tamping		Victoria Park to Kennedy
		EA	Structures	SOGR	+	Drainage Repair		Warden Station
Aug 24	Aug 24	LO	Structures	SOGR	Yes	Beam Replacement (8 of 10), must be cleared by 10am	Y	St George to Broadview

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Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Aug 25	Aug 30	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
Sep 02	Sep 06	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
Sep 06	Sep 08	FW	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
		FW	EC&E	ATC Line 2	+	Ground screw install (Kipling to Islington)		Kipling to Jane
Sep 08	Sep 13	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
Sep 14	Sep 14	LO	Structures	SOGR	Yes	Beam Replacement (9 of 10)	Y	St George to Broadview
Sep 15	Sep 20	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (10 of 12)		VMC to Finch West
Sep 15	Sep 20	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
Sep 20	Sep 22	FW	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
		FW	EC&E	ATC Line 2	+	Ground Screw Install		Islington to Keele
Sep 22	Sep 27	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington

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Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Sep 27	Sep 29	FW	Rogers	Rogers Cell Service	Yes	Cable Tray Installation		Lawrence to Bloor
Sep 27	Sep 29	FW	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy
		FW	Structures	SOGR	+	Drainage Repairs		Warden Station
Sep 29	Oct 04	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (11 of 12)		VMC to Finch West
Sep 29	Oct 04	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
Oct 06	Oct 10	EA	Rogers	Rogers Cell Service	Yes	Asbestos Abatement		Finch to Eglinton
Oct 12	Oct 12	LO	Structures	SOGR	Yes	Beam Replacement (10 of 10)	Y	St George to Broadview
Oct 14	Oct 18	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
Oct 18	Oct 20	FW	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
		FW	EC&E	ATC Line 2	+	Ground screw install (west of Islington)		Kipling to Islington
Oct 20	Oct 25	SLO	Structures	SOGR	Yes	Leak Remediation / DAS / L1CEP (12 of 12)		VMC to Finch West
Oct 20	Oct 25	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington

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Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Oct 25	Oct 27	FW	EC&E	Major Projects	Yes	Cable at Broadview TPSS	Y	St George to Woodbine
		FW	Rogers	Rogers Cell Service	+	St George to Woodbine (1 of 2)	Y	St George to Woodbine
		FW	Track	SOGR	+	St George to Woodbine	Y	St George to Woodbine
Oct 27	Nov 01	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
Nov 01	Nov 03	FW	EC&E	Train Entry Platform	Yes	S60-41 Davisville Yard train entry		Lawrence to St Clair
		FW	EC&E	Major Projects	+	S75-9 Davisville Duct Bank Installation		Lawrence to St Clair
Nov 01	Nov 03	FW	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
		FW	EC&E	ATC Line 2	+	Ground screw install (outdoor)		Kipling to Islington
Nov 03	Nov 08	EA	Track	SOGR	Yes	Kipling Full Turnout Replacement		Kipling to Islington
Nov 08	Nov 10	FW	EC&E	Major Projects	Yes	S75-9 Davisville Duct Bank Installation		Lawrence to St Clair
		FW	EC&E	Train Entry Platform	+	S60-41 Davisville Yard train entry		Lawrence to St Clair
	Nov 11	FW	Rogers	Rogers Cell Service	+	Cable Tray Installation		Finch to Eglinton
Nov 08	Nov 11	FW	EC&E	ATC Line 2	Yes	Ground Screw Installation		Kipling to Islington

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FW: Full Weekend Closure

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Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Nov 10	Nov 14	EA	Rogers	Rogers Cell Service	Yes	Asbestos Abatement		Finch to Eglinton
Nov 15	Nov 17	FW	Rogers	Rogers Cell Service	Yes	St George to Woodbine (2 of 2)	Y	St George to Woodbine
		FW	EC&E	Pump Replacement	+	Pump Replacement Project at Donlands	Y	Broadview to Woodbine
Nov 17	Nov 21	EA	Rogers	Rogers Cell Service	+	Asbestos Abatement		Finch to Eglinton
Nov 22	Nov 24	FW	EC&E	Train Entry Platform	Yes	S60-41 Davisville Yard train entry		Lawrence to St Clair
		FW	EC&E	Major Projects	+	S75-9 Davisville Duct Bank Installation		Lawrence to St Clair
Nov 24	Nov 29	EA	Track	SOGR	Yes	C2 re-insulation NB	Y	Osgoode to College
Nov 29	Dec 01	FW	Rogers	Rogers Cell Service	Yes	Cable Tray Installation		Lawrence to Bloor
Nov 29	Dec 01	FW	EC&E	Major Projects	Yes	Replacing Traction Power Feeder		Keele to Ossington
		FW	EC&E	New Fence	+	New Fence at Keele Yard		Keele to Dundas West

EA: Early Weeknight Closure

FW: Full Weekend Closure

LO: Late Opening

+: Closure Participant

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OL: Ontario Line

SOGR: State-of-Good-Repair

SSE: Scarborough Subway Extension

Attachment 4 – 2025 Subway Closures Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Dec 01	Dec 06	EA	Track	SOGR	Yes	C2 re-insulation NB	Y	Osgoode to College
Dec 06	Dec 08	FW	Track	SOGR	Yes	C2 re-insulation NB	Y	Osgoode to College
		FW	EC&E	Major Projects	+	Jumper Cable Install	Y	St Patrick to Union
Dec 06	Dec 08	FW	EC&E	Transit Expansion	Yes	Scarborough Subway Extension		Warden to Kennedy
Dec 08	Dec 13	EA	Track	SOGR	Yes	C2 re-insulation NB	Y	Osgoode to College
Dec 13	Dec 15	FW	Track	SOGR	Yes	C2 re-insulation NB	Y	Osgoode to College
		FW	EC&E	Major Projects	+	Jumper Cable Install	Y	St Andrew to Queen
Dec 13	Dec 15	FW	Rogers	Rogers Cell Service	Yes	Ossington to St George	Y	Ossington to St George
Dec 15	Dec 19	EA	Rogers	Rogers Cell Service	+	Asbestos Abatement		Finch to Eglinton

EA: Early Weeknight Closure

FW: Full Weekend Closure

LO: Late Opening

+: Closure Participant

ATC: Automatic Train Control

EC&E: Engineering, Construction & Expansion

OL: Ontario Line

SOGR: State-of-Good-Repair

SSE: Scarborough Subway Extension

Attachment 5 – 2025 Streetcar Diversions Forecast

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Down town	Location
Feb 11	Feb 14	ND	Overhead	SOGR	Yes	Monthly Inspection (Feb)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Adelaide)
Feb 14	Feb 17	FW	Overhead	SOGR	Yes	Overhead Inspection (1 of 4)	Y	Harbourfront Tunnel
		FW	Streetcar Way	SOGR	+	Harbourfront Tunnel	Y	Harbourfront Tunnel
Feb 16	Jun 21	CP	Streetcar Way	Capital Project	Yes	Bathurst & Fleet capital project	Y	Bathurst & Fleet
		CP	City Standalone Project	Capital Project	+	Wolseley & Bathurst	Y	Wolseley & Bathurst
Feb 21	Feb 24	FW	Streetcar Way	SOGR	Yes	Rail Repair; utilizing the Bathurst & Fleet CP diversion	Y	Bathurst (King to Front)
Feb 27	Mar 04	FW	EC&E	Transit Expansion	Yes	Ontario Line	Y	Queen (Degrassi to Broadview)
Mar 01	Jun 21	CP	Overhead	Capital Project	+	Bathurst (King to Queens Quay) capital work; utilizing the Bathurst & Fleet CP diversion	Y	Bathurst (King to Queens Quay)
Mar 04	Mar 07	ND	Overhead	SOGR	Yes	Overhead Inspection		St Clair West Station
Mar 11	Mar 14	ND	Overhead	SOGR	Yes	Monthly Inspection (Mar)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Adelaide)
Mar 18	Mar 19	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	Springhurst Loop
	Mar 20	ND	External Party	Ad-hoc	+	External Party	Y	Queen & Sudbury
Mar 19	Mar 20	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	Queen & Dufferin Underpass
Mar 21	Mar 24	FW	Streetcar Way	SOGR	Yes	Rail Repair	Y	Exhibition Loop

CP: Capital Project

FW: Full Diversion (greater than 24 hours)

ND: Nightly Diversion

+: Closure Participant

SOGR: State-of-Good-Repair

OL: Ontario Line

Attachment 5 – 2025 Streetcar Diversions Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Down town	Location
Mar 24	Apr 03	FW	Streetcar Way	SOGR	Yes	Curve Replacement, utilizing the Bathurst & Fleet CP diversion	Y	Queens Quay & Bathurst
Mar 25	Mar 26	ND	Overhead	SOGR	Yes	Overhead Inspection, utilizing the SCW's Bathurst & Fleet CP	Y	Queen & Bathurst
Mar 26	Mar 27	ND	Overhead	SOGR	Yes	Overhead Inspection, utilizing the SCW's Bathurst & Fleet CP	Y	King & Bathurst
Mar 31	May 15	CP	Overhead	Capital Project	+	Overhead upgrades; utilizing the SCW's Bathurst & Fleet CP diversion	Y	Bathurst & Fleet CNE Loop
Apr 01	Apr 04	ND	Overhead	SOGR	Yes	Monthly Inspection (Apr)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Queens Quay)
Apr 04	Apr 07	FW	Streetcar Way	SOGR	Yes	Intersection Overhaul	Y	Queen & Dufferin
Apr 07	Apr 10	ND	Streetcar Way	SOGR	Yes	Margin Repair	Y	Bathurst (College to Dupont)
Apr 11	Apr 14	FW	Streetcar Way	SOGR	Yes	Rail Repair (utilizing the Bathurst & Fleet CP diversion)	Y	Bathurst & Richmond
Apr 25	Apr 28	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement	Y	Gerrard & Ashdale

CP: Capital Project

FW: Full Diversion (greater than 24 hours)

ND: Nightly Diversion

+: Closure Participant

SOGR: State-of-Good-Repair

OL: Ontario Line

Attachment 5 – 2025 Streetcar Diversions Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Down town	Location
May 05	May 06	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	Broadview Station
May 06	May 09	ND	Overhead	SOGR	Yes	Monthly Inspection (May)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Adelaide)
May 09	May 12	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement	Y	Gerrard & Norwood (Wb)
May 11	Aug 30	CP	Streetcar Way	Capital Project	Yes	King & Church capital project	Y	King & Church
	Aug 07	CP	Overhead	Capital Project	+	King (Church to River) capital work; utilizing the King & Church CP diversion	Y	King (Church to River)
	Aug 30	CP	City Standalone Project	Capital Project	+	Berkeley (Front to Adelaide)	Y	Berkeley (Front to Adelaide)
	Aug 30	CP	City Standalone Project	Capital Project	+	Yonge (Wellington to King)	Y	Yonge (Wellington to King)
	Aug 30	FW	Streetcar Way	SOGR	Yes	King (Spadina - Sumach) tangent track work	Y	King (Spadina - Sumach)
May 16	Jun 06	FW	Streetcar Way	SOGR	Yes	Curve Replacement, utilizing the Bathurst & Fleet CP diversion	Y	Harbourfront Tunnel
May 18	May 31	CP	Overhead	Capital Project	Yes	Parliament (s/o Dundas to King) capital work, utilizing the King & Church diversion	Y	Parliament (s/o Dundas to King)

CP: Capital Project

FW: Full Diversion (greater than 24 hours)

ND: Nightly Diversion

+: Closure Participant

SOGR: State-of-Good-Repair

OL: Ontario Line

Attachment 5 – 2025 Streetcar Diversions Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Down town	Location
May 23	May 24	ND	Streetcar Way	SOGR	+	Margin Repair; utilizing the Parliament (Queen to Dundas) CP diversion	Y	Parliament (Carlton to King)
May 29	Jun 03	FW	EC&E	Transit Expansion	Yes	Ontario Line	Y	Queen (Degrassi to Broadview)
Jun 03	Jun 06	ND	Overhead	SOGR	Yes	Overhead Inspection		St Clair West Station
Jun 06	Jun 09	FW	Overhead	SOGR	Yes	Overhead Inspection (2 of 4); part of Bathurst & Fleet CP diversion	Y	Harbourfront Tunnel
Jun 09	Jun 12	FW	Streetcar Way	SOGR	Yes	Margin Repair, utilizing the King & Church CP diversion	Y	King (Parliament to River)
Jun 12	Jun 13	ND	Overhead	SOGR	Yes	Overhead Inspection		Neville Loop
Jun 13	Jun 16	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement; utilizing the King & Church CP diversion	Y	King & York
Jun 17	Jun 19	ND	Overhead	SOGR	Yes	Monthly Inspection (Jun)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Queens Quay)
Jun 19	Jun 20	ND	Overhead	SOGR	Yes	Overhead Inspection		Main Station
Jun 20	Jun 23	FW	Streetcar Way	SOGR	Yes	Intersection Overhaul	Y	King & York
Jun 22	Jul 08	FW	Streetcar Way	SOGR	Yes	King (Shaw - Spadina) tangent track work	Y	King (Shaw - Spadina)

CP: Capital Project

FW: Full Diversion (greater than 24 hours)

ND: Nightly Diversion

+: Closure Participant

SOGR: State-of-Good-Repair

OL: Ontario Line

Attachment 5 – 2025 Streetcar Diversions Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Down town	Location
Jun 23	Jul 08	FW	Streetcar Way	SOGR	Yes	Tangent Rehab		Lakeshore (Parklawn to Mimico)
Jun 24	Jun 25	ND	Overhead	SOGR	+	Overhead Inspection		Lakeshore & Kipling
Jun 27	Jun 30	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement; utilizing the King (Shaw to Spadina) diversion	Y	King & Tecumseth
Jul 08	Jul 09	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	Queen & Bathurst
Jul 09	Jul 12	ND	Streetcar Way	SOGR	Yes	Rail Repair, utilizing the King (Shaw to Spadina) diversion	Y	King (Bathurst to Shaw)
Jul 11	Jul 14	FW	Streetcar Way	SOGR	Yes	Bloor/Spadina Loop track maintenance	Y	Bloor/Spadina Loop (Spadina - From Bloor to Adelaide)
		ND	Overhead	SOGR	+	Monthly Inspection (Jul)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Adelaide)
Jul 14	Jul 24	FW	Streetcar Way	SOGR	Yes	Expansion Joint Replacement	Y	Dundas & Sterling
Jul 20	Aug 30	CP	Overhead	Capital Project	+	Sumach/Cherry (King to Distillery Loop) capital work; utilizing the King & Church CP diversion	Y	Sumach/Cherry (King to Distillery Loop)
Jul 23	Jul 25	ND	Streetcar Way	SOGR	+	Margin Repair, utilizing the King & Church CP diversion	Y	King (Simcoe to John)

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Attachment 5 – 2025 Streetcar Diversions Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Downtown	Location
Jul 25	Jul 28	FW	Streetcar Way	SOGR	Yes	Rail Repair	Y	College (Lansdowne to Brock)
Jul 30	Jul 31	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	KQQR Intersection
Aug 01	Aug 31	CP	Overhead	Capital Project	Yes	Overhead capital work (Nightly diversions, no impact to service)	Y	College & Bathurst
Aug 07	Aug 08	ND	Overhead	SOGR	Yes	Overhead Inspection		Dundas West Station
Aug 08	Aug 11	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement	Y	Gerrard & Carlaw (Eb)
		ND	Overhead	SOGR	+	Overhead Inspection	Y	Gerrard & Carlaw Underpass
Aug 12	Aug 15	ND	Overhead	SOGR	Yes	Monthly Inspection (Aug)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Queens Quay)
Sep 01	Oct 10	CP	Overhead	Capital Project	Yes	Overhead capital work (Nightly diversions, no impact to service)	Y	College & Spadina
Sep 08	Nov 15	CP	Streetcar Way	Capital Project	Yes	King & Dufferin capital project	Y	King & Dufferin
		FW	Streetcar Way	SOGR	Yes	King (Close - Dufferin) tangent track work	Y	King (Close - Dufferin)
Sep 12	Sep 15	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement	Y	Gerrard & Leslie

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Attachment 5 – 2025 Streetcar Diversions Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Down town	Location
Sep 16	Sep 19	ND	Overhead	SOGR	Yes	Monthly Inspection (Sep)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Adelaide)
Sep 19	Sep 22	FW	Overhead	SOGR	Yes	Overhead Inspection (3 of 4)	Y	Harbourfront Tunnel
Sep 23	Sep 24	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	Springhurst Loop
Sep 24	Sep 25	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	King & Atlantic Underpass
Sep 25	Sep 26	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	King & Dufferin (Potential Piggyback On King & Dufferin Cp)
Sep 25	Sep 27	ND	Streetcar Way	SOGR	Yes	Rail Grinding Program	Y	King (Spadina to Shaw)
Sep 26	Sep 29	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement	Y	College & Montrose
Sep 30	Oct 03	ND	Overhead	SOGR	Yes	Overhead Inspection		St Clair West Station
Oct 07	Oct 10	ND	Overhead	SOGR	Yes	Monthly Inspection (Oct)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Queens Quay)
Oct 07	Oct 09	ND	Streetcar Way	SOGR	Yes	Rail Grinding Program	Y	Queens Quay (Bathurst to Spadina)
Oct 09	Oct 11	ND	Streetcar Way	SOGR	Yes	Rail Grinding Program	Y	Queens Quay (Spadina to Bay)
Oct 10	Oct 13	FW	Streetcar Way	SOGR	Yes	Rail Repair	Y	Bay (Dundas to College)
Oct 12	Dec 31	CP	Overhead	Capital Project	Yes	Overhead capital work at Hillcrest & Bathurst - Nightly Diversions	Y	Hillcrest & Bathurst

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Attachment 5 – 2025 Streetcar Diversions Forecast (Continued)

Start Date	End Date	Type of Closure	Section	Project Type	Closure Owner?	Closure Description	Down town	Location
Oct 14	Oct 26	FW	Streetcar Way	SOGR	Yes	Expansion Joint Replacement, utilizing the Queen (Davies-Broadview) diversion	Y	Queen & DVP
Oct 15	Oct 16	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	King & Bathurst
Oct 15	Dec 21	CP	Streetcar Way	Capital Project	Yes	College & McCaul capital project	Y	College & McCaul
	Nov 15	CP	Overhead	Capital Project	+	College (Spadina to Bay) capital project	Y	College (Spadina to Bay)
	Nov 15	CP	City Standalone Project	Capital Project	+	Clinton (Bloor to College)	Y	Clinton (Bloor to College)
	Nov 15	CP	City Standalone Project	Capital Project	+	Ontario (Carlton to Wellesley)	Y	Ontario (Carlton to Wellesley)
	Nov 15	CP	City Standalone Project	Capital Project	+	Watermain upsizing and replacement; utilizing the College & McCaul CP diversion	Y	Ontario St (Carlton to Wellesley)
Oct 22	Oct 23	ND	Overhead	SOGR	+	Overhead Inspection	Y	McCaul Loop
Oct 24	Oct 27	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement	Y	Gerrard & Logan
Oct 26	Oct 29	ND	Streetcar Way	SOGR	Yes	Margin Repair	Y	Queen (River to Parliament)
Oct 29	Oct 31	ND	Streetcar Way	SOGR	Yes	Rail Grinding Program	Y	King (Queen to Parliament)
Oct 31	Nov 02	ND	Streetcar Way	SOGR	Yes	Rail Grinding Program	Y	Queen (Broadview to Greenwood)

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Attachment 5 – 2025 Streetcar Diversions Forecast (Continued)

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Nov 03	Nov 05	ND	Streetcar Way	SOGR	Yes	Rail Grinding Program	Y	Queen (Fennings to Roncesvalles)
Nov 06	Nov 07	ND	Overhead	SOGR	Yes	Overhead Inspection	Y	King & Dufferin
Nov 07	Nov 10	FW	Streetcar Way	Carstop Replacement	Yes	Carstop Replacement	Y	Dundas & Sackville
Nov 11	Nov 14	ND	Overhead	SOGR	Yes	Monthly Inspection (Nov)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Adelaide)
Nov 15	Dec 21	CP	Overhead	Capital Project	+	College & McCaul capital project	Y	College & McCaul
Nov 17	Nov 30	FW	Streetcar Way	SOGR	Yes	Curve Replacement (12 Day Full Closure)	Y	Parliament & Carlton
Nov 21	Nov 24	FW	Overhead	SOGR	Yes	Overhead Inspection (4 of 4)	Y	Harbourfront Tunnel
Dec 09	Dec 12	ND	Overhead	SOGR	Yes	Overhead Inspection		St Clair West Station
Dec 16	Dec 19	ND	Overhead	SOGR	Yes	Monthly Inspection (Dec)	Y	Bloor/Spadina Loop (Spadina - From Bloor to Adelaide)

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