

Réseau électrique métropolitain (REM)

Technical briefing

Project update

November 2016



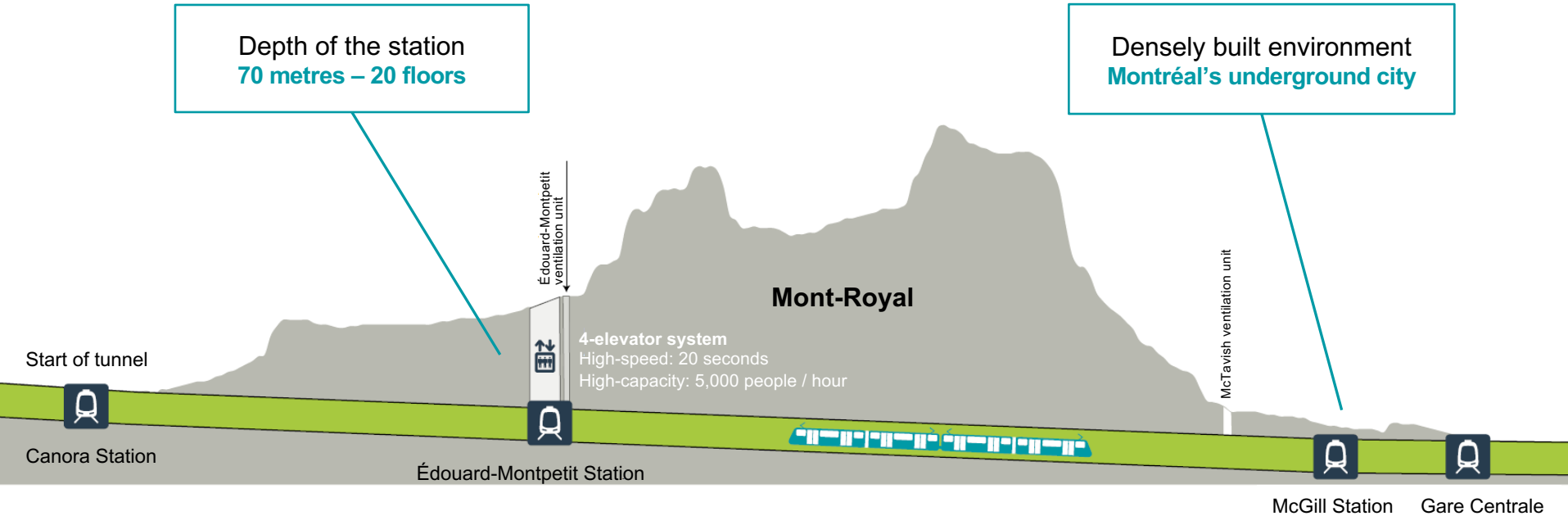
- > Review of all studies carried out in the past for two separate projects
- > Review of assumptions – ridership, route, stations and operations – based on a single integrated project
- > Continuous project management
- > Consultations with stakeholders
- > 6 open house sessions
- > Meeting with + than 150 stakeholders
- > BAPE public hearings
- > Second series of open houses
- > Land reserves – land prone to property speculation
- > Technical plans and estimates
- > Qualification process
- > Environmental studies, analyses and reports
- > Agreement with CN (access to Gare Centrale)
- > Call for proposals process
- > Business model relying on diverse sources of financing
- > **Technical solutions for three downtown Montréal stations**



Édouard-Montpetit, McGill and Bassin Peel stations

- > Technical solutions identified by the CDPQ Infra teams:
 - > meet the specific challenges and needs of each station
 - > ensure efficient user transfer from the REM to the métro

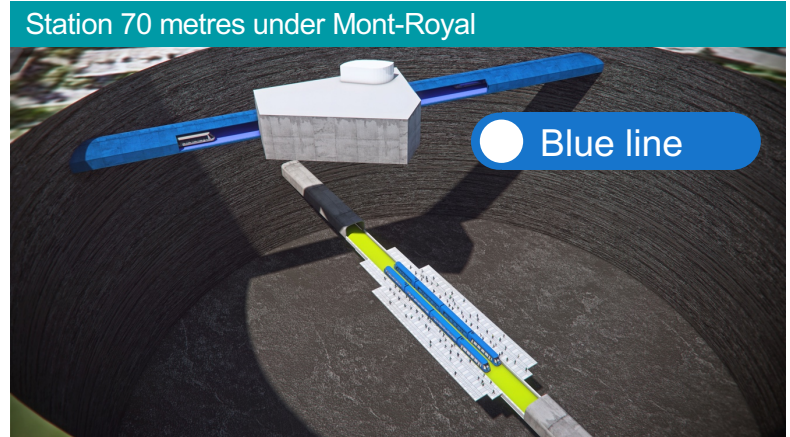
> Integration of stations in the Mont-Royal Tunnel





Technical features

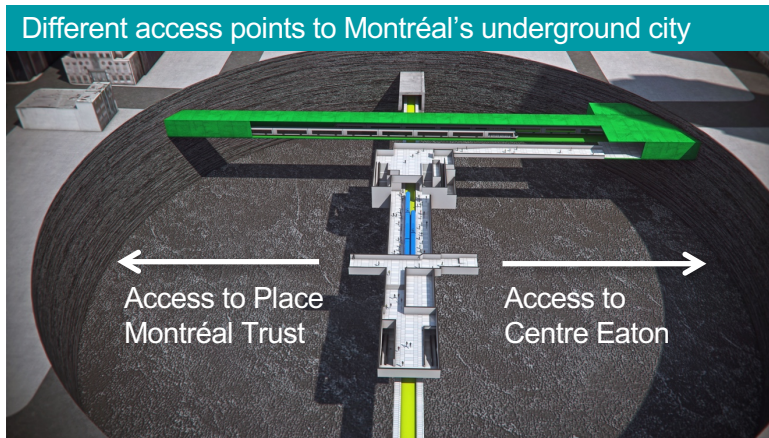
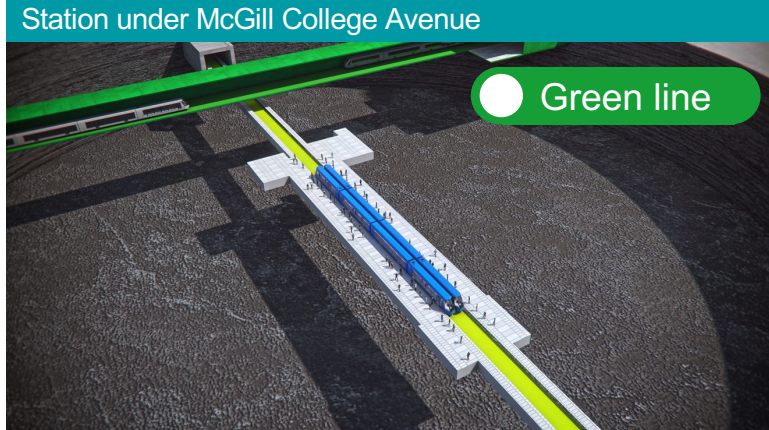
- > **Depth of the station: 70 metres**
(20 floors) – *among the deepest in North America*
- > **High-capacity elevators**
(5,000 people / hour), high-frequency and high-speed, allowing access to the surface and the platform in 20 seconds
- > **Excavation of 25,000 m³ of rock**
Excavation methods similar to those used in underground mining

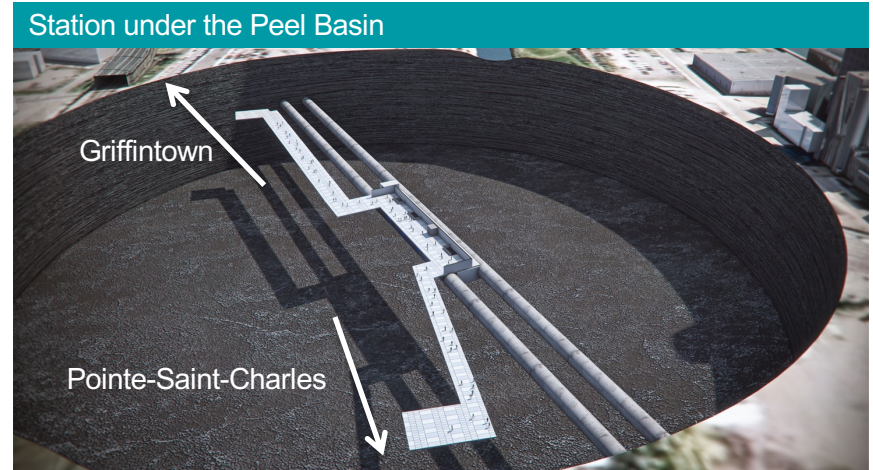




Technical features

- > **Retainment work to support** foundations of the surrounding buildings and tunnel vaults
- > **Integration** into urban technical networks

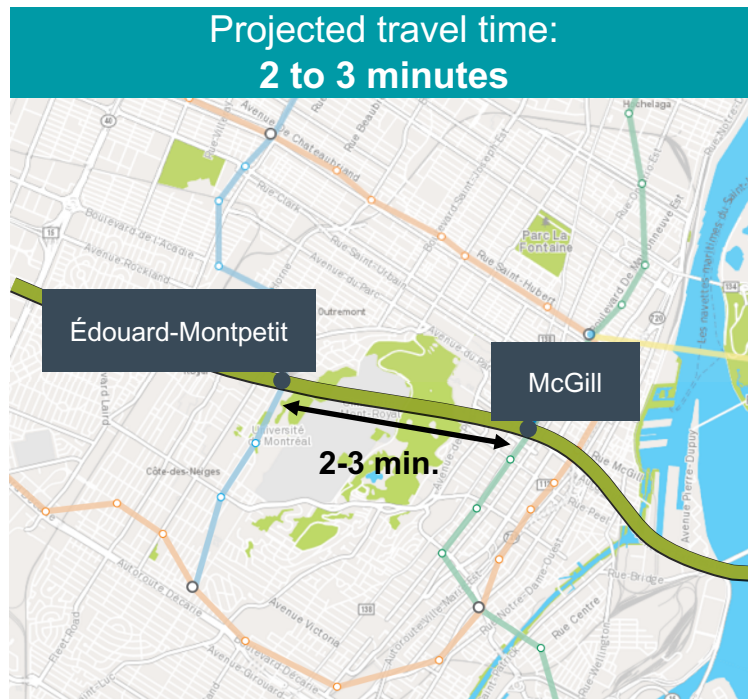
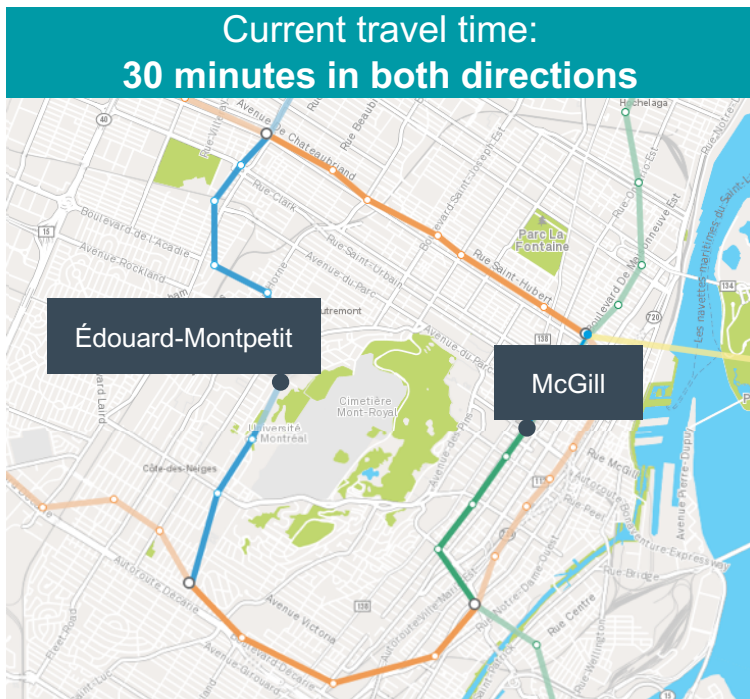




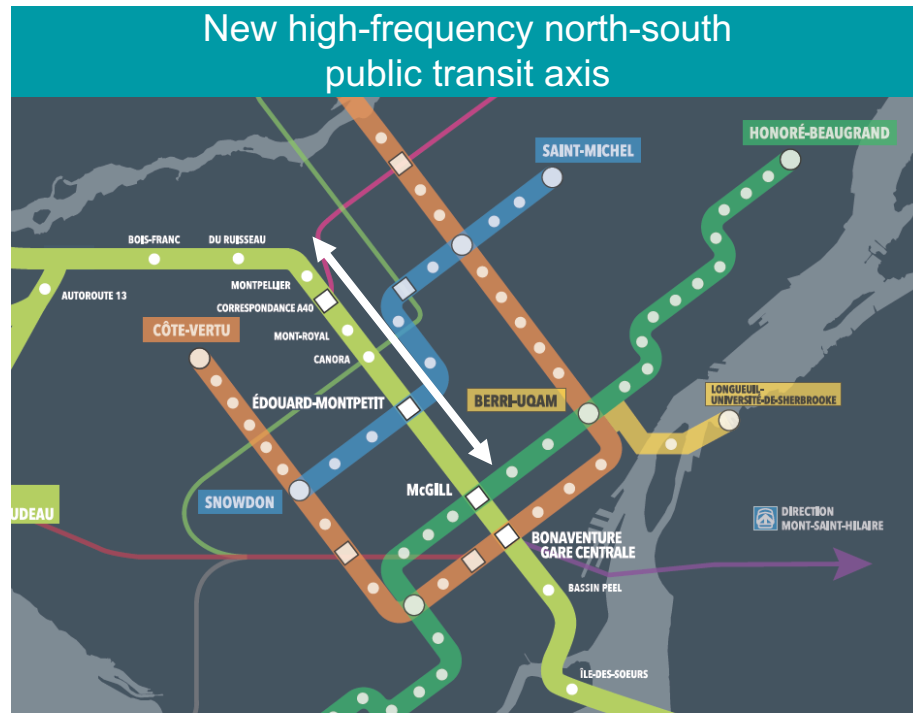
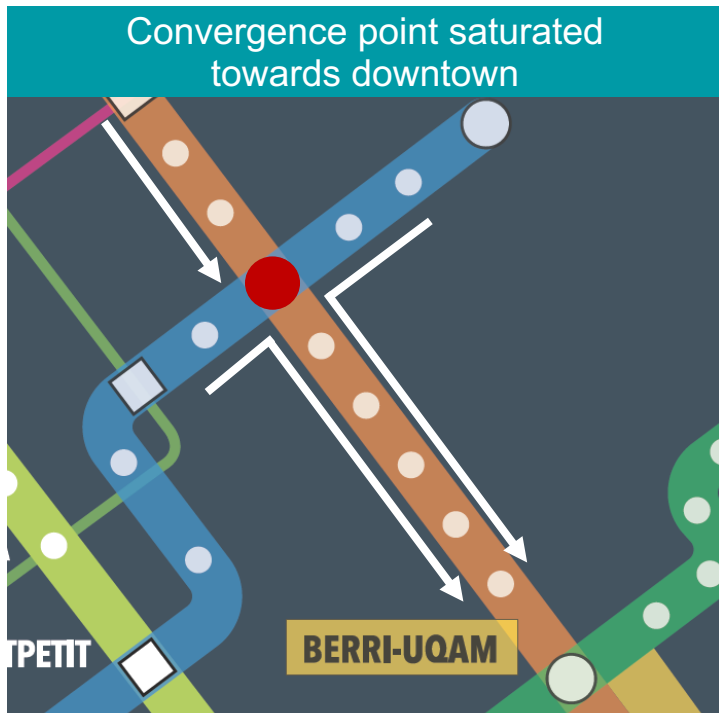
Technical features

- > Two potential stations (Bridge-Wellington and Du Havre) initially planned in this area
- > **One station** now planned to consolidate transit service and align with Montréal's development plans for these areas
- > **Central platform** for boarding in both directions
- > **Two entrances** will provide access to north and south:
North: towards the Griffintown area / South: towards Pointe-Saint-Charles
- > Substantial work to **consolidate soil and rock** under the Peel Basin

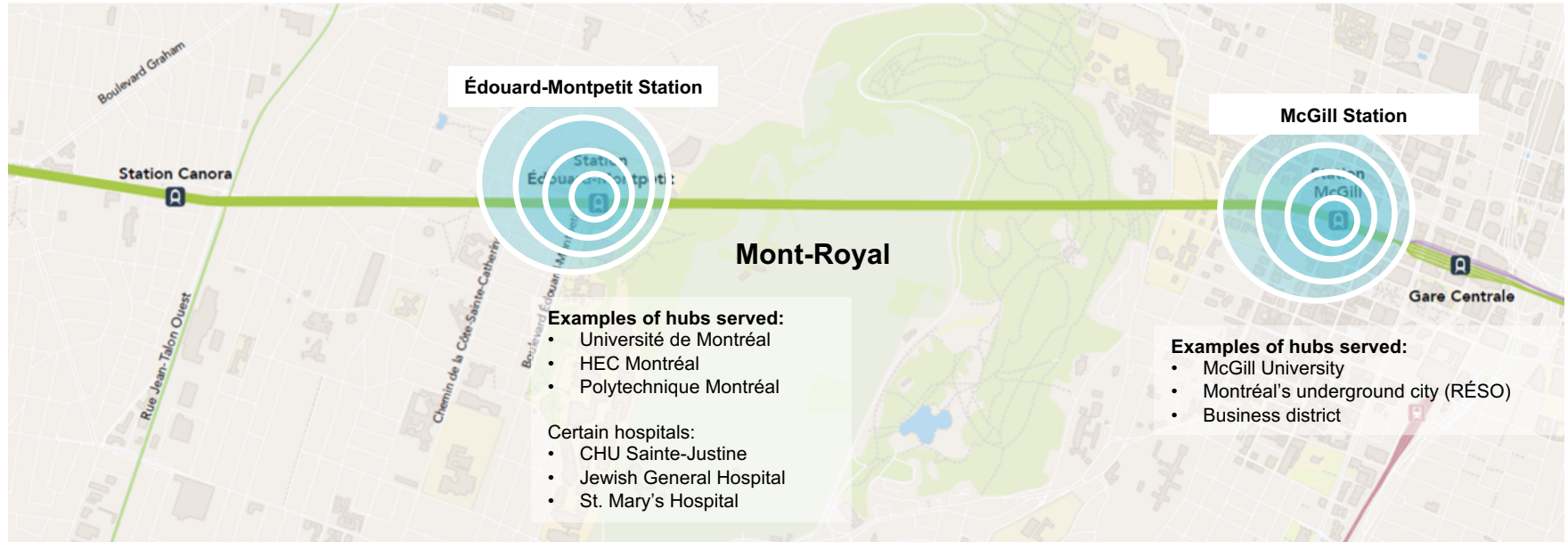
> Connecting the Blue and Green lines – **connection 10 times faster**



> Alleviates pressure on the Orange line south of the Blue line



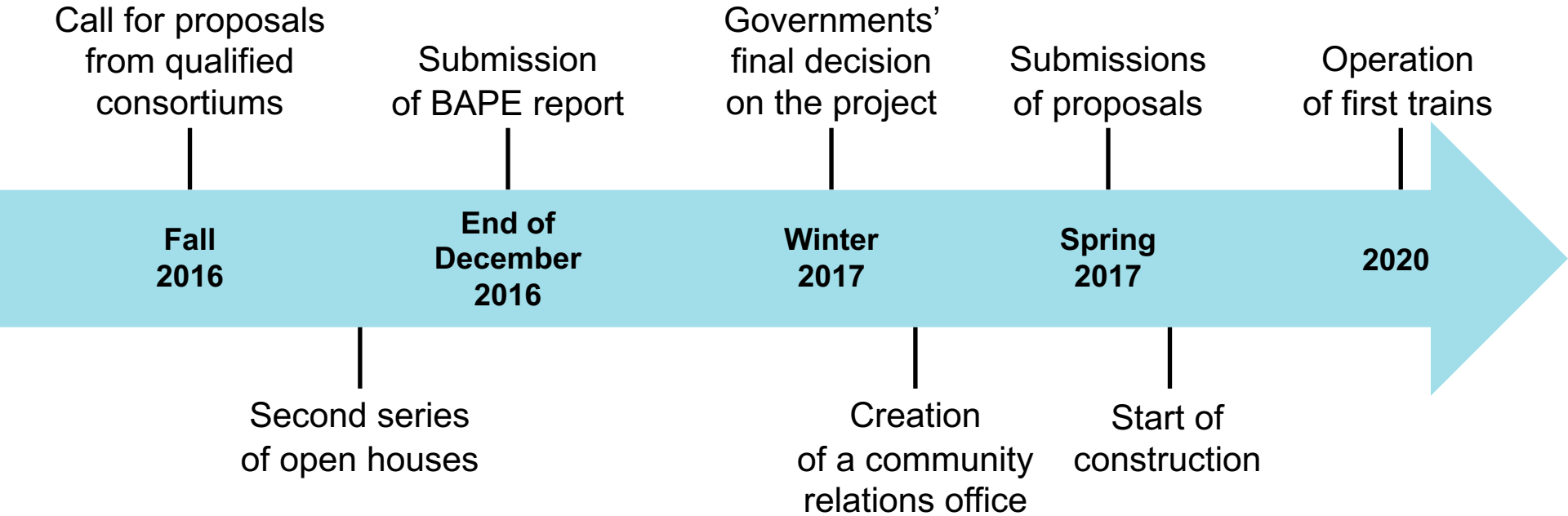
> Different strategic hubs served



> New points of departure from downtown to the Montréal airport



NEXT STEPS





FOR MORE INFORMATION
ON THE PROJECT
cdpqinfra.com