



## MEMO / NOTE DE SERVICE

To / Destinataire	Mayor and Members of Council	File/N° de fichier:
From / Expéditeur	Director, Rail Construction Program Transportation Services Department	
Subject / Objet	O-Train Light Rail Transit Stage 1 and Stage 2 Quarterly Update (Q3 – 2019)	Date: October 31, 2019

This memorandum outlines the milestones achieved in Q3 2019 and provides an overview of the planned work for the remainder of Q4 2019 for the Stage 1 and Stage 2 projects.

### ***Stage 1 Confederation Line Project Update***

In Q3 2019, final activities were completed for the launch of the O-Train Line 1 Confederation Line.

- Substantial Completion milestone was achieved on July 27, 2019;
- Revenue Service Availability (RSA) milestone was achieved as of August 30, 2019; and,
- Drills and exercises occurred between RSA and the launch of passenger service.

The O-Train Line 1 Confederation Line began passenger service on September 14, 2019.

### ***Stage 1 Confederation Line Project Close Out***

Minor deficiency work throughout the project alignment and other project close-out activities will continue in Q4 2019 and into 2020. This work includes final reporting to the funding partners and close-out of project documentation.

In addition to the project close-out, various roadway and traffic reinstatement works are planned for Q4 2019, including but not limited to the following:

- Conversion of the bus only lane on Nicholas Street northbound to a general traffic lane;
- Reintroduction of a northbound right turn lane at Nicholas Street to Laurier Avenue eastbound;
- Reintroduction of two traffic lanes and one bicycle lane in each direction on Laurier Avenue between Nicholas and Waller streets;
- Opening of the on-ramp from Highway 417 westbound to Highway 174 eastbound; and,
- Reopening of the Lees Avenue eastbound on ramp to the Highway 417.

Rideau Street will remain closed to permit the final segment of the Rideau Streetscaping work to occur between Dalhousie Street and Sussex Drive. The City has determined that the most efficient way to complete this work is to maintain the closure of the roadway to all vehicles. Streetscaping work will begin in 2020. The City expects the work to begin at Dalhousie Street, moving west towards Sussex Drive.

More information about the project and timelines of the work are available here: <https://ottawa.ca/en/city-hall/public-engagement/projects/rideau-street-renewal-sussex-drive-dalhousie-street#open-house-boards-june-19-2019>

Additional roadway and traffic reinstatement works will be ongoing in Q4 2019 and into 2020.

### ***Stage 2 LRT Project Update***

TransitNEXT and East-West Connectors (EWC) have mobilized along their respective alignments to commence preparatory and construction activities. The Rail Construction Program will continue to work with City Councillors to advise where work is underway and provide public notification as appropriate.

### **Trillium Line Extension**

In Q3 2019, TransitNEXT commenced stripping topsoil and placing of granular fill material along the new guideway alignment between Greenboro Station and Limebank Station. Drainage works and embankment fill operations have started along the alignment between areas south of Hunt Club Road and the Airport Link. Caisson installation is underway at Uplands Drive and Airport Parkway bridge locations.

TransitNEXT undertook geotechnical and utility investigation work along the existing and the new guideway alignment. Pre-condition surveys were undertaken on the existing sewer and stormwater lines. Existing structures along the guideway alignment including the Dow's Lake Tunnel, Dow's Lake Pump House and Rideau River Bridge were inspected by TransitNEXT's design team to inform their final design.

Geotechnical investigation at the existing stations, including Greenboro, Mooney's Bay, Carleton and Carling stations, will commence in Q4 2019. Baseline noise and vibration monitoring is in progress at properties near the new and existing Trillium Line and is expected to be completed in Q4 2019.

The delivery of rail is ongoing and is expected to be completed in Q4 2019. The rail is being stored at the Bowesville Station laydown area. The Uplands Drive field office and staging area was completed in October 2019. Crews are continuing to set-up the Bowesville Road field offices, which is expected to be completed in Q4 2019. Foundation excavation for the new Maintenance

and Storage Facility (MSF) at Walkley yard has begun and helical pile installation is expected to commence in Q4 2019.

### **Confederation Line East & West Extensions**

EWC is nearing the completion of geotechnical investigation and surveying work along the Confederation Line east and west extensions. In some areas, temporary and intermittent night work may be required to minimize impacts to pedestrians, cyclists, and motorists. Applications for noise exemptions will be submitted to Ward Councillors.

In Q3 2019, construction continued to realign the Sir John A. Macdonald (SJAM) Parkway further north to accommodate the future cut-and-cover tunnel between Dominion Station and Cleary Avenue. The tie-in of the existing and new SJAM lanes has been completed. Traffic is expected to be shifted to the new configuration in early Q4 2019. Following the traffic shift, work will commence on the next phase of construction detour lanes. This work will require off-peak lane reductions from October until the winter construction period shut-down. Pedestrian and cyclist access through this area via the Ottawa River Pathway will be maintained throughout the construction of new traffic lanes.

Building demolition is complete within the Confederation Line west project limits on the east side of Connaught Avenue between Severn Avenue and Hanlon Avenue, and on Richmond Road, east of Cleary Avenue. Additionally, EWC is planning to complete all required tree clearing along the west alignment in Q4 2019.

EWC intends to commence the reconfiguration of OR 174 in Q4 2019 by widening the south side between Blair Road and Montreal Road. The tree clearing on the north and south side of OR 174 was on-going in Q3 and expected to be completed in Q4 2019. Work expected in Q4 2019 includes excavation, grading, granular placement, drainage work, backfill and utility relocation. This will allow future guideway work to begin in the centre median area of OR 174, away from active traffic lanes. All traffic will be maintained in both directions along OR 174 throughout the duration of the project, however, minor off-peak delays to eastbound traffic may occur at times.

Montreal Interchange work was underway in Q3 2019. This work includes the realignment of the ramps to provide working areas for the future OR 174 Montreal Road bridges. Construction of the temporary W-N/S Montreal Road off ramp started in Q3 2019. Implementation of the temporary Montreal Interchange and start of work for support of excavation is expected in Q4 2019.

The east site office, which is located near the intersection of Montreal Road and OR 174, became operational in Q3 2019. The west site office near Woodroffe Avenue and Baseline Road is expected to be operational in Q4 2019. The contractor plans to prepare lay-down areas at Trim Road and Trillium Park. Construction of additional offices near Moodie Drive, Rochester Fields, and Trim Road is expected in Q4 2019.

## Stage 1 and Stage 2 Budgets

September 30, 2019				
Project Description	Authority	Actual Expenditures	Funds Reserved/Committed	Unspent/Uncommitted
<b>Stage 1</b>				
Confederation Line Program (DBFM Contract & City Costs)	2,130,000,000	2,109,578,724	20,421,276	-
LRT Highway 417 Widening	224,500,000	224,132,547	159,181	208,272
Contingency	100,000,000	68,041,675	40,159,238	(8,200,913)
Total Stage 1	2,454,500,000	2,401,752,946	60,739,695	(7,992,641)
<b>Stage 2</b>				
Confederation Line Extensions DBF Contract	2,680,832,113	225,178,251	2,455,653,862	-
Trillium Line Extension DBFM Contract	810,159,585	10,847,209	660,790,385	-
Deferred Equity (Maintenance Term Repayment)			138,521,991	-
RTG Stage 2 MOU (includes 38 Alstom vehicles)	516,184,423	301,368,467	214,470,732	345,224
City Costs (includes project planning, procurement, property acquisitions, City retained scope, and delivery oversight)	497,629,108	163,726,159	54,189,462	279,713,487
Contingency	152,640,000	-	-	152,640,000
Total Stage 2	4,657,445,229	701,120,086	3,523,626,432	432,698,711

The Stage 1 Confederation Line Contingency Fund is \$100M. To date, \$68M from the total fund has been spent. Remaining funds are earmarked for potential future changes primarily related to property requirements and transit priorities. When funds are reserved for contract variations, the upper cost limit for the variation is used and upon completion of the work, unspent monies are returned to the Contingency Fund. For this reason, the funds reserved figure is an estimate that may be higher than the actual amount spent.

The Stage 2 Trillium Line Extension project budget includes an amount of \$138.5M net of HST rebates, which represents the private partner's capital investment to be repaid during the maintenance period. The Stage 2 program budget has been updated to reflect current forecasts, net of HST rebates.

In keeping with Council's approved 2017 Stage 2 Report (ACS2017- TSD-OTP-0001) and 2019 Stage 2 Report (ACS2019-TSD-OTP-0001), approximately \$701M has been spent as of September 30, 2019 and relates to RTG MOU for Belfast Yard and vehicle assembly mobilization (\$301M), Confederation Line extension mobilization and construction period payments (\$225M) and financial close for the Revenue Vehicle Supply Contract (\$11M). The remaining \$164M was spent for planning, procurement, project delivery and City retained scope.

## ***Stage 2 Project Agreements***

The final Stage 2 Fairness Commissioner Procurement Reports for the Confederation Line, Trillium Line, and Trillium Line vehicle contract are now available and have been added to the Routine Disclosure and Active Dissemination Plans website:

<https://ottawa.ca/en/routine-disclosure-and-active-dissemination-plans#transportation-services-department>

## ***Communications and Stakeholder Relations***

New tools have been established for stakeholders to stay up to date on the Stage 2 LRT project. The main source for project information is [Ottawa.ca/Stage2](https://ottawa.ca/Stage2), where stakeholders can access the following:

- New Stage 2 LRT interactive map
- New Stage 2 LRT newsletter
- Station descriptions and renderings
- Factsheets and other helpful resources

Residents can continue to send inquiries to the Stage 2 LRT project's email account, [Stage2@ottawa.ca](mailto:Stage2@ottawa.ca).

Should you have any questions about the information provided in this memo, please do not hesitate to contact me at extension 52718.

*Original signed by  
Michael Morgan*

c.c. Senior Leadership Team  
Transportation Services Departmental Leadership Team  
Director, Public Information and Media Relations