

CONFEDERATION LINE NEWSLETTER

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An inside look at the Confederation Line project, its progress and what you can expect next.



Confederation Line
Ligne de la Confédération

ABOUT THE CONFEDERATION LINE

The City of Ottawa's population is expected to grow by 30% by 2031. With transit already near or at capacity in the downtown core, we are working on a plan to move people and goods using cleaner and more efficient transportation options.

The Confederation Line is a \$2.1 billion light rail transit (LRT) system that will run from Tunney's Pasture Station in the west to Blair Station in the east.

Undertaken as a public-private partnership between the City of Ottawa and the Rideau Transit Group (RTG), with financial commitments from the Government of Canada and the Province of Ontario, the project model means that the private sector is largely responsible for the delivery and the performance of the project from design to long-term maintenance. This model delivers value for money by ensuring a fixed price contract, schedule and cost certainty, allocates risk to the appropriate partners and encourages innovation.

At 12.5 kilometres in length, the Confederation Line project will be constructed primarily along the existing Transitway with the exception of a 2.5 kilometre tunnel underneath the downtown core. The system includes 13 stations, including three underground, and a maintenance and storage facility at Belfast Yard, where vehicles will be assembled, maintained and stored.

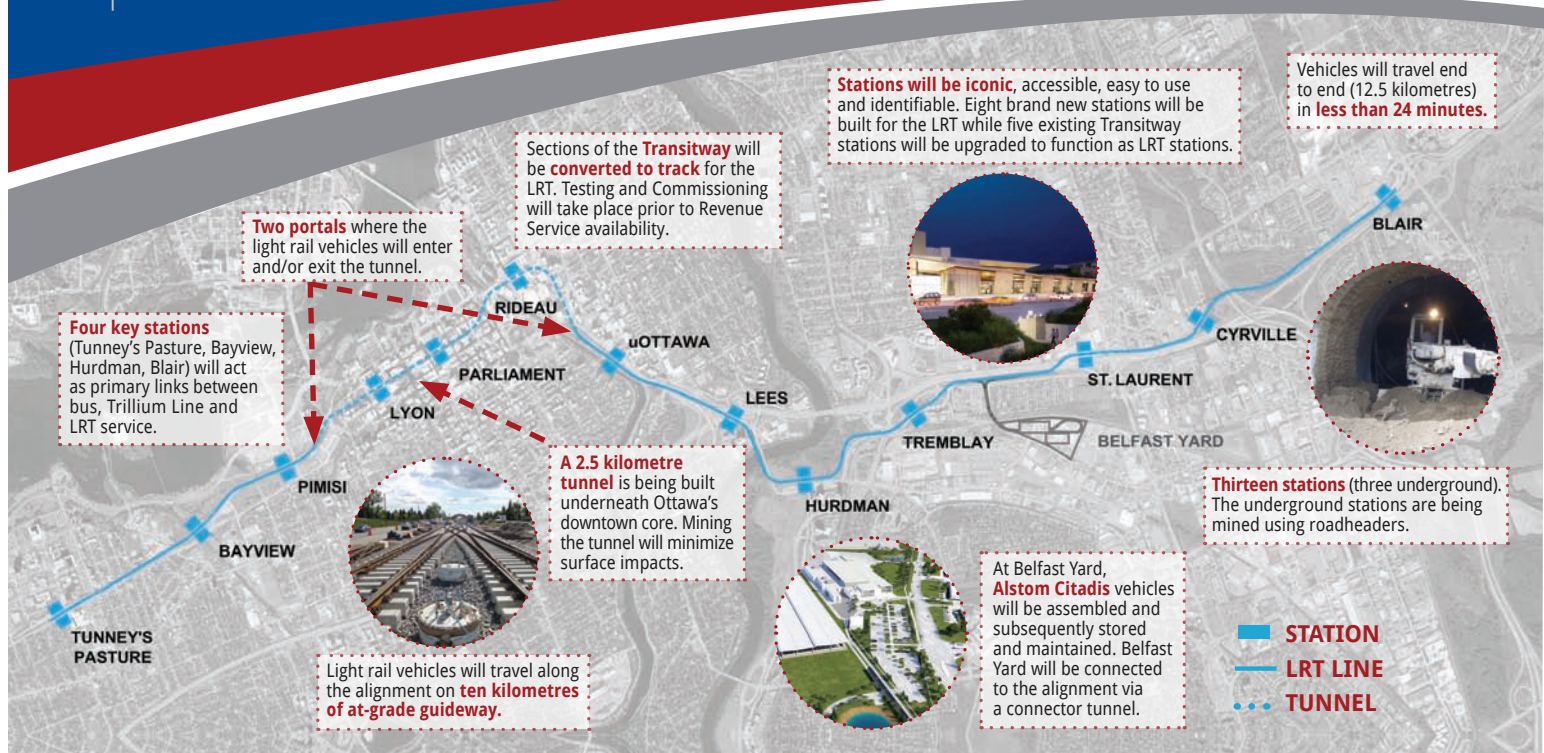
This world-class light rail transit system will have a capacity to grow to 24,000 riders per hour in each direction. It will be a fully accessible and convenient system for all users.

FAST FACTS – Economic Benefits of the Confederation Line

Light rail transit has had a positive impact on Ottawa's economy through the creation of new jobs in construction and engineering and supporting industries such as fleet, office suppliers, tunnel safety, and concrete and construction companies.

- To date, over \$390 million has been awarded to local subcontractors.
- 3,200 person-years of trades employment will be generated in Ottawa throughout the scheduled five year construction.
- 375 person-years of engineering employment will be created.
- 100 jobs will be created for the assembly of the Light Rail Vehicles (LRVs) at Belfast Yard.





CONSTRUCTION PROGRESS

Over the past year, construction has ramped up in the downtown core along the alignment.

DOWNTOWN TUNNEL

Since late 2013, crews have been working on the downtown tunnel. Work is progressing with 24-hour construction from three points of entry; the West Portal (located on the west side of Commissioner Street), the East Portal (located at Waller Street and south of Laurier Avenue East), and the central shaft (located at Kent and Queen streets). Excavation of the three underground station caverns, Lyon, Parliament and Rideau, will continue through 2015.



INTERESTING FACTS – The Confederation Line Tunnel

- As of October 2014, 89,000 cubic metres has been excavated of the total 285,000 cubic metres. All of the material excavated to date could fill 36 Olympic-sized swimming pools.
- Experts on this project have previously completed over 1,360 kilometres of tunnel worldwide.
- The roadheader uses tungsten carbide tipped picks to mine through the rock. The rock is so hard that approximately 50,000 picks will be used throughout tunnel excavation.



Hurdman Station, 2012 rendering

Did You Know?

The design and construction methods being used to build the 2.5 kilometre tunnel under the downtown core will generate excavated material from tunneling which may be re-used on the project. Approximately 285,000 cubic metres of stone and material will be crushed and may be used during construction, for example in tunnel lining, as a base during guideway construction and in stations.

CONSTRUCTION PROGRESS

Anxious to see the stations being built? They are coming. Initially work will focus on the stations in the east and at Belfast Yard where vehicles will be assembled beginning in fall 2015.

Hurdman Station

Preliminary works for the elevated guideway at Hurdman Station started in August 2014. They included fencing, utilities (sewer) relocation, and access road work. Work also began on structural piles for the station foundation and the elevated guideway. The construction of the station structure is expected to begin as early as summer 2015 and is anticipated to be completed in summer 2016. A new bus transfer and storage area will also be built in 2016.

Belfast Yard

With expected completion in the summer of 2015, Belfast Yard located on Belfast Road, will be one of the Confederation Line's key features. Thirty-two of the Confederation Line's light rail vehicles will be assembled on this site, right here in Ottawa.

The structural steel for the administration building and the shed has been completed. Work is advancing on a connector tunnel that will allow vehicles to travel to and from the light rail transit mainline (or track) to the facility.

In addition to storage and maintenance of the light rail vehicles once the system is in service, Belfast Yard will also serve as the administrative headquarters for Rideau Transit Maintenance (RTM) and all personnel maintaining the system such as guideway, trackwork, communications, facilities, and yard controls.



Belfast Yard

Highway 417

The Highway 417 expansion project has been ongoing since 2013. It involves widening and rehabilitating the highway by one lane in each direction from Nicholas Street to the Highway 417/174 split. The additional lane will be used as an alternate Transitway for buses during Confederation Line construction from 2015-2018. Once the project is completed, the lanes will be open to general traffic.

This work includes:

- Widening, rehabilitating, reconstructing and replacing several bridge structures along the project limits.

- Installation of variable message signs (located on the highway at Parkdale Avenue, Walkley Road and on the OR 174 at Blair Road).
- Sewer replacements and construction of a retaining wall along the north and south sides of the highway.
- Highway 417 work is scheduled to be completed by fall 2015.
- A new Coventry Pedestrian and Cycling Bridge will connect the south and north sides of the highway.



Bayview Station, 2012 rendering

IN THE NEXT ISSUE:

- Overview of What is Planned for 2015
- Construction Progress
- More Confederation Line Fast Facts

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WHERE WE'VE BEEN

Project milestones to date:

- | | |
|----------------------|---|
| April 2013 | Construction began at the Belfast Yard site and on Highway 417 |
| November 2013 | Tunneling started |
| February 2014 | 24-hour tunnel construction got underway from the West Portal, central shaft and East Portal |
| April 2014 | Excavation of Lyon and Parliament station caverns began |
| May 2014 | Construction of the Belfast Yard building and connector tunnel commenced |
| July 2014 | Second and final phase of Highway 417 expansion works started |
| August 2014 | Premier Wynne, MP Galipeau, Mayor Watson and dignitaries toured the Confederation Line tunnel to mark completion of 50% running tunnel volume excavated |
| Fall 2014 | Hurdman Station elevated guideway began (track structure construction) |
| Fall 2014 | Lees Avenue Bridge and Vanier Parkway overpass replaced |
| Fall 2014 | 50% of the Belfast Yard connector tunnel completed |
| Fall 2014 | Preston Street detour completed to allow traffic to be detoured off Booth Street |
| End 2014 | Excavation of Rideau Station cavern begins |



WHERE WE'RE GOING

Milestones ahead:

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| January 2015 | Bank of Nova Scotia demolition begins |
| January 2015 | Coventry Pedestrian and Cycling Footbridge construction substantially complete |
| January 2015 | Booth Street Bridge construction, for future Pimisi Station, begins |
| Winter 2015 | Parliament Station utility relocation begins |
| Winter 2015 | Guideway construction at Belfast Yard begins |

