

Appendix C

Meeting Notes



**McCORMICK RANKIN
CORPORATION**

A member of  **MMM GROUP**

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NOTES OF MEETING

PROJECT: GWP 4091-07-00 Hwy 417 Nicholas to Vanier Parkway Widening
GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 1

FILE NO.: 3411003-7.2.1 Meetings

DATE: April 14, 2011 **TIME:** 1:30 p.m. – 3:30 p.m.

PLACE: MRC 1145 Hunt Club Road Ground Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk Planning & Design – Area Engineer Ottawa
Dave Lindensmith Planning & Design – Senior Project Engineer

MRC/MMM Project Team

Manny Goetz MRC Project Manager
Steve Regel MRC Assistant Project/ Design Manager
Tim Dickenson MMM- Environmental Planner

City of Ottawa

Bruce Mason Manager Design and Construction-Infrastructure Services

Fern Marcuccio Environmental Services Department
Steve Dover Project Manager Distribution
Birgitte Alting-Mees Senior Project Manager
Steve Courtland Engineering Infrastructure Assessment & Programme Development)
Angela Taylor Senior Project Engineer

Robert Grimwood Senior Project Manager Sustainable Transportation
Stuart Edison Traffic Control Engineer
Greg Sergeant Prog. Manager Signal Design & Installation
Jack Zhao Programme Manager Infrastructure Assessment - Transportation Assets

Greg Kent Manager Traffic Safety & Mobility
Gil Tait City of Ottawa

Heather Sanders
Julie Milligan

Programme Manager Transit Route Planning
NCC

- (a) Absent
- (t) Attended by teleconference

PURPOSE: To review the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

TAC 1.1 MTO provided a brief description of the project and noted that it has been split into three work projects for the area east of the canal and four work projects west of the canal. The two main work projects east of the canal will be tendered as one contract.

- TAC 1.2 MRC provided a brief breakdown of the work projects.
- Broken down into seven projects which extend from Parkdale Avenue to east of the Hwy 417/174 split
 - Main widening and bridge reconstruction is divided into two sections, Nicholas Avenue to Vanier Parkway and Vanier Parkway to the 174 split.
 - The five remaining projects are: operational; improvements at Parkdale Avenue and Bronson Avenue, Nicholas Street bridge replacement, Kent Street bridge replacement and retrofit Noise barrier construction.
 - Work for the two main contracts entails widening by one lane in each direction as well as the associated structure improvements.
 - Work has been split into these numerous work projects to allow maximum flexibility as to how/ when the contracts are tendered.
 - Rapid structure replacements are being considered at the following locations:
 1. Kent Street- staging area in park at Lyon Street or adjacent to Highway 417 east of the bridge.
 2. Lees Avenue- staging area at the snow dump
 3. Vanier Parkway- staging area at the baseball diamond or old MTO district offices
 4. Belfast Road- staging area at the baseball diamond southeast parking lot or old MTO district offices.

The rapid replacements at Lees, Belfast and Vanier Parkway will differ from those previously completed in that these roads pass over Hwy 417

and work is required on the abutments and or piers prior to the superstructure being lifted into place. At Lees Avenue it is proposed to close Lees Avenue entirely for approximately 12-15 weeks based on current information.

MRC noted that these rapid replacements will have much more effect on the City streets than previous heavy lifts because of their location with respect to the Rideau River. There are limited routes to cross the river. MRC have undertaken some preliminary review of potential detour routes and will be meeting with the city's traffic department next week to review their findings and establish suitable routes. Consideration will also have to be given to other city work happening in the downtown core during this period and to ensure measures are taken to mitigate the impact.

TAC 1.3 This design assignment includes the following upgrades to facilitate the operation of buses on Hwy 417 during the DOT/LRT construction;

- At Nicholas Street - provision of an exclusive bus lane for the N-E movement.
- At Vanier Parkway – A bus pocket at the intersection of the eastbound off ramp and Vanier Parkway and an additional bus lane for the westbound off ramp at the Vanier Parkway intersection and the ability to drive through the intersection and merge with the southbound on ramp.
- St. Laurent Boulevard – An additional bus lane on the eastbound off ramp at St. Laurent and provision to get back on Hwy 417 via the realigned existing S-W ramp which will be closed to public traffic and be used exclusively for buses and emergency vehicles. Provision of a connection from St. Laurent Station to west bound Hwy 417. Provision of a bus lane at the intersection of St. Laurent and Lemieux Street.
- Widening improvements for bus operation on 174 from the split to Blair Road. The City questioned the timing of these improvements. MTO stated that it was the intention to have them completed by the MTO contractor for the main widening contract to avoid constructor issues.

TAC 1.4 **Design Issues**

- At Lees Avenue as noted previously the roadway will be closed for an extended period of time. Lees Avenue vertical profile will be revised to address the substandard clearance on Hwy 417. The - eastbound on-ramp from Lees Avenue to Hwy 417 will be closed during this work and will remain closed during the LRT work to facilitate bus movements from Nicholas to the east.
- There was some discussion concerning the proposed cross

section for Lees, Vanier and Belfast. MTO has discussed the bridge sections with the city. The design will maximise the cross section within the limits of the existing foundation elements without compromising clearance on Hwy 417. Some widening of deck overhangs may be possible.

MRC

- The widening at the Hurdman bridge will impact the bicycle paths on both sides of the Rideau River both during construction and for the final configuration. The situation on the west side is most challenging because of the horizontal and vertical alignment of the pathway. MRC is still in the process of reviewing the design, which is based on the bridge design, at these locations. It may be possible to stage the work outside of prime pathway usage times to mitigate the impact on cyclists.
- MTO noted that most of the property requirements will be small slivers of property from the city. Temporary Limited Interests will also be required for the staging areas required for the bridge construction.

MRC

TAC1.5 MRC noted that they have already met with the Environmental Services Branch to review utility conflicts. Most notable are the gas and water at the Hurdman bridge which appear to conflict with the abutment widening. MRC is still in the process of compiling all the utilities and establishing the conflict areas. It was noted by MTO that their normal procedure is to have all the utilities relocated prior to advertising a tender for construction. Utility relocation if required is critical to the schedule.

The city provided some additional reference numbers for plans relating to watermains. MRC to request plans from Information Services.

MRC

MRC noted that as built information for MTO sewers is very scarce and sewer investigations will likely be required unless MTO can find the PQP sheets for the original design

MTO

TAC 1.6 The following information was provided with respect to the schedule of these projects.

- Completion of MRC design for the widening from Nicholas to the split is June 26, 2012 (2 of the 7 work projects)
- With an expected 2 month tender period, construction could start in the fall of 2012.
- Completion of work in the fall of 2015 or may/June of 2016 for possible final paving. This conforms to the timing for the DOTT/LRT work.
- The design for the remaining 5 work projects will be completed by 2013 with construction to proceed after the DOTT/LRT work.

- MRC/MTO will work with the City to determine if there are any staging conflicts for the remaining five projects. MTO/
CITY
- TAC 1.7 The City noted that the temporary measures for the DOT/LRT work do not match what is shown as a final configuration at these locations in the MTO approved design. MTO has received EA approval for the final configuration and if the temporary measures were to be left in place, EA approval would be required for these measures by the City. CITY
- TAC 1.8 The City noted that there are sightline issues at the intersection of Labelle St. and Lemieux St. and questioned MTO whether anything was planned at this location? The MTO EA Study did not consider improvements at this intersection. In future, there will be no connection from Hwy 417 to this intersection. MTO has incorporated a contingency item for this intersection. It was also noted that with the extension of the off ramp to the east the speeds should be less than they currently are with the bullnose that much closer to the intersection. The City and MRC/MTO will review the configuration of this intersection. MRC
- TAC 1.9 It was acknowledged that these meetings would serve as a forum for the exchange of information and discussion of critical design issues. More in depth design meetings will be scheduled as required with individual city staff for all aspects of the design. Meetings to be scheduled as required.
- TAC 1.10 It was agreed that these meetings will be scheduled on a monthly basis to ensure that coordination communication is maintained to ensure that the tight schedule is maintained. MRC to set up a meeting schedule starting one month from today on the second Thursday of the month. The next meeting will be on May 12, 2011. MRC

Minutes of Meeting

Date: April 14, 2011

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

S. Regel, P. Eng., Sr. Project
Engineer

cc: list all attending, TAC Team



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NOTES OF MEETING

PROJECT: GWP 4091-07-00 & GWP 4320-06-00 Hwy 417 Nicholas to OC 174

MEETING NO: Enbridge No. 1

FILE NO.: 3411003- 3.5

DATE: April 26, 2011

TIME: 9:00 to 9:45 a.m.

PLACE: MRC 1145 Hunt Club Road , Structural Boardroom

PRESENT: Enbridge Gas
David Marshall

Planning & Design Specialist

MTO
Dave Lindensmith(t)

Senior Project Engineer

MRC
Manny Goetz
Steve Regel

Senior Project Manager
Senior Design Manager

PURPOSE: To review the currently identified conflict points between Enbridge Gas and the highway design requirements.

PROCEEDINGS:

ACTION BY:

- 1.1 MRC provided a short description of the work to be undertaken in this project. Essentially highway 417 will be widened by one lane in each direction resulting in changes to bridges and ramp configurations.
- 1.2 Enbridge identified a current project relating to the gas main located on the west side of St. Laurent Boulevard. The gas main underpasses the highway approximately 25 m west of the west bridge abutment; turns 90 degrees to the east to about 15 m from St. Laurent Blvd and then comes to the surface to cross the East Transitway structure over the transitway; proceeds north and then goes underground at the north edge of the bridge. The gas main needs preventative maintenance in the section at the transitway bridge.

- 1.3 MRC advised Enbridge that there was no MTO work anticipated at the transitway bridge but that MTO would be widening the west abutment of the St. Laurent structure approximately 3-5m to the north and reconstructing the north-west wing wall. It was noted that the work area at this location is very tight and Enbridge indicated there may be some impacts to the west bound on ramp. He also stated that the City has expressed concerns with traffic control in this area.
- 1.4 MRC then identified a possible conflict of the gas main crossing of the Rideau River on the north side of the highway at the Hurdman Bridge. That bridge could be widened from about 3.5 to 8.0 m depending on the staging option selected. MRC requested that Enbridge review their record drawings to determine what off set they currently have from the bridge to determine if the widening would impact their main. Enbridge
- 1.5 MRC asked if a relocation could be accomplished by May 2012 since that is the date MTO would require utility clearance to ensure the project proceeds on its current schedule. Enbridge indicated that they would review the timelines but felt that the relocation could be completed within the time line identified. It was noted that depending on the extent of work, Environmental approval may be required and Enbridge indicated that they would review this issue immediately and get the process started. Enbridge
- 1.6 MRC also identified a gasmain crossing of Highway 417 just east of Lees Avenue. The plans from the City identified three crossings at this location and three abandoned lines in the area. There are also three markers in the field. Another source has identified only one main in this area. MRC are requesting that Enbridge confirm the main configurations at this location and identify any extension of casing, etc. Enbridge may want due to the widened highway on both sides. Enbridge
- 1.7 MRC indicated that MTO's sub-consultant TSB/TSH will be conducting some sub-surface investigations at these gas main locations to confirm horizontal and vertical alignments to the extent possible. MTO would provide this information to Enbridge. MTO/MRC
- 1.8 Meeting adjourned at 9:45 a.m.

Notes of Meeting

Date: April 26, 2011

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

Manny Goetz, P. Eng.

cc: list all attending



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NOTES OF MEETING

PROJECT: GWP 4091-07-00 Hwy 417 Nicholas to Vanier Parkway Widening
GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 2

FILE NO.: 3411003-7.2.1 Meetings

DATE: May 12, 2011

TIME: 1:30 p.m. – 3:30 p.m.

PLACE: MRC 1145 Hunt Club Road Ground Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk(a) Planning & Design – Area Engineer Ottawa
Dave Lindensmith Planning & Design – Senior Project Engineer

MRC/MMM Project Team

Manny Goetz MRC Project Manager
Steve Regel MRC Assistant Project/ Design Manager
Tim Dickenson(a) MMM- Environmental Planner

City of Ottawa

Bruce Mason Manager Design and Construction-Infrastructure Services
Fern Marcuccio(a) Environmental Services Department
Steve Dover Project Manager Distribution
Birgitte Alting-Mees Senior Project Manager
Steve Courtland Engineering Infrastructure Assessment & Programme Development)
Angela Taylor(a) Senior Project Engineer
Robert Grimwood Senior Project Manager Sustainable Transportation
Stuart Edison Traffic Control Engineer
Greg Sergeant Prog. Manager Signal Design & Installation
Jack Zhao(a) Programme Manager Infrastructure Assessment - Transportation Assets
Greg Kent(a) Manager Traffic Safety & Mobility
Gil Tait City of Ottawa
Curtis Rampersad Prg. Mgr. Infr.Asst-Wtr Resources Assests
Doug Rathwell Eng Infra Assmt & Prg Dev (Rdway Rehab)
Rick Zarzosa Prg Mgr transit Flow & Reliability

Frank McKinney	Prg Mgr Trans-Plang- Env Assessments
Linda Carkner	Prg Mgr Right of Way Info& Approvals
Heather Sanders	Programme Manager Transit Route Planning
Julie Milligan	NCC

- (a) Absent
- (t) Attended by teleconference

PURPOSE: To review the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

TAC 2.1 Action items of the previous notes were reviewed as follows:

TAC 1.4 **Design Issues**

- There was some discussion concerning the proposed cross section for Lees, Vanier and Belfast. MTO has discussed the bridge sections with the city. The design will maximise the cross section within the limits of the existing foundation elements without compromising clearance on Hwy 417. Some widening of deck overhangs may be possible. *MTO and the City have come to an agreement as to the various cross sections and MTO will provide a tabular summary to MRC*
- The widening at the Hurdman bridge will impact the bicycle paths on both sides of the Rideau River both during construction and for the final configuration. The situation on the west side is most challenging because of the horizontal and vertical alignment of the pathway. MRC is still in the process of reviewing the design, which is based on the bridge design, at these locations. It may be possible to stage the work outside of prime pathway usage times to mitigate the impact on cyclists.

Dave
Lindensmith

MRC

TAC1.5

The city provided some additional reference numbers for plans relating to watermains. MRC to request plans from Information Services. *MRC has requested various information from Information Services*

MRC

MRC noted that as built information for MTO sewers is very scarce and sewer investigations will likely be required unless MTO can find the PQP sheets for the original design

MTO

- TAC 1.6 MRC/MTO will work with the City to determine if there are any staging conflicts for the remaining five projects. MTO/ CITY
- TAC 1.7 The City noted that the temporary measures for the DOTT/LRT work do not match what is shown as a final configuration at these locations in the MTO approved design. MTO has received EA approval for the final configuration and if the temporary measures were to be left in place, EA approval would be required for these measures by the City. *The City will follow up on the status of the EA approval for this LRT work.* Bruce Mason
- TAC 1.8 The City noted that there are sightline issues at the intersection of Labelle St. and Lemieux St. and questioned MTO whether anything was planned at this location? The MTO EA Study did not consider improvements at this intersection. In future, there will be no connection from Hwy 417 to this intersection. MTO has incorporated a contingency item for this intersection. It was also noted that with the extension of the off ramp to the east the speeds should be less than they currently are with the bullnose that much closer to the intersection. The City and MRC/MTO will review the configuration of this intersection. *The City indicated that the Scope of Work of these LRT revisions has been set and that MRC would be submitting a proposal in the next few days. MRC to follow up with their office to ensure it is submitted. The proposal was submitted on May 16, 2011.* MRC
- TAC 2.2 The watermain location east of Belfast was reviewed. At this location the watermain is located in a berm area. The widening will require the use of a retaining wall structure. One option that MRC anticipate using is a traffic barrier combined with a Durisol panel which can retain the earth. This configuration minimizes the amount of excavation and reduces the impact on the watermain. It appears there will be in the order of 2-3m of separation. The City questioned MRC what criteria they used to establish that this offset would be acceptable. MRC had not used any specific criteria, but felt that this offset seemed reasonable based on our experience at the Carling Avenue watermain and asked the City to specify a desired offset.
- For the watermain at the Hurdman bridge crossing, the proposed abutment and pier widening will have the footing span across the existing watermain. There is an inspection plate manhole which is in conflict with the proposed widening at the west abutment. The manhole is located in the ultimate shoulder and could be either extended vertically or protected by enclosing it in a structural chamber behind the abutment. The City was not in favour of either approach. The manhole

immediately to the west does not appear to be in conflict. The City suggested the inspection plate location could be moved to a more suitable location and the existing manhole abandoned. The City was also not in favour of having the footing span across the watermain. MRC will review the situation again and summarize the options available.

MRC

The configuration of the main crossing just east of Hurdman as shown on the City plan was reviewed. The configuration was found to not be accurate. It was reviewed after the meeting and MRC will make the required revisions on the plan. MRC will summarize all conflict areas and provide appropriate cross sections

MRC

TAC 2.3 The City noted the importance of maintaining a good line of communications between all parties especially during the actual construction phases.

TAC 2.4 **Update on Rapid Lift Traffic Management**

MRC had an initial meeting with the City's traffic group at which the EDR's and other possible detour routes were discussed. Based on this meeting, revisions were made and have been resubmitted to the City. A meeting will be scheduled next week to review the City's comments and establish a basis upon which MRC can proceed with further traffic analysis.

City/MRC

Heather Sanders requested a copy of the revised routes for the bridge staging

MRC

TAC 2.6 **Staging Sites for the Rapid Lifts**

The staging area for the Lees structure will be in the snow dump area. MTO will be seeking a temporary limited interest from the City for this site. The structure is being replaced on the existing alignment to avoid possible issues with contaminated soils.

The Vanier Parkway structure will be staged between the outer loop N-W ramp and the MTO property line on the west side of the ramp. The structure will require a grade raise of approximately 200. MRC will maximize the structure width within the existing structural foundation elements. MRC will supply a GA drawing for City approval.

The Belfast structure has a potential staging site adjacent to the ball stadium which seems to be of sufficient size. MTO will be seeking a

temporary limited interest from the City for this site. The structure is being replaced on the existing alignment to avoid possible issues with contaminated soils. MRC will maximize the structure cross section. . MRC will supply a GA drawing for City approval.

TLI

MRC will summarize the Temporary Limited Interest requirements for these rapid lifts.

There was a question concerning the timing for these rapid lifts. MRC stated that since the structure replacements require median pier works, the bridge staging needs to be co-ordinated with the road work. MRC can't anticipate the contractors schedule at this time; however; it is likely one bridge may be done in 2013 with two being done in 2015

TAC 2.7 **Soils Contamination**

Bruce Mason

MRC stated that they have received reports from the site cleanup at 170 Lees Avenue. To date they have been unable to get any information around the Lees Avenue structure. MRC suspects there is a buried tank in the vicinity. The City will follow up to see if any further information is available.

TAC 2.8 **Nicholas Structure**

City of
Ottawa

MRC noted the importance of receiving the alignment and cross section details for this structure. This information is needed before MRC can complete the ramp design in this area. It was noted that this structure will not be completed until after the LRT construction. The City of Ottawa will forward this information.

TAC 2.9 **Other Utilities**

The other major utility conflicts can be summarized as follows:

- Enbridge Gas at Hurdman- new river crossing required. They anticipate the work can be completed by May 2012.
- Ottawa Hydro and Bell at the Belfast structure. This site is a major concern for the City as the LRT has extensive impacts at this location. Final designs need to accommodate both this and the LRT work. MRC noted that they have had no response from Bell with respect to MRC's utility circulation. The City requested MRC forward their latest e- mail to Bell and that they would attempt to get a response from Bell.
- MRC noted that a special meeting will have to be held for this location alone as extensive co-ordination is required.

MRC

City/MRC

TAC 2.10 **Coventry Pedestrian Crossing**

Based on the documentation MRC has available, the scope of work is

not clearly defined and MRC can't submit a proposal based on the current information. If the scope is not more clearly defined very soon, MRC will be unable to include it in the MTP package. Having MRC complete a final design and trying to include it in the LRT Design Build work, may also not work, as the normal practise is to take the designs to the 30 % level and then given to the design build team.

TAC 2.11 MTO noted that it is very likely that noise bylaw exemptions will be required for certain aspects of the work. MTO will indicate this when the Public Information Centres are held and also in the presentation to the City of Ottawa council.

TAC 2.12 The City indicated that they could provide some assistance to more precisely locate some of the valves within the chambers and to provide details on the inspection plate manholes. MRC to forward the requests to Steve Dover.

MRC

TAC 2.13 Next meeting is scheduled for June 9, 2011 at the same time and location as this meeting.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

S. Regel, P. Eng., Sr. Project
Engineer

cc: list all attending, TAC Team

Highway 417 / Watermain Risk Assessment

Meeting with MRC / MTO / Ottawa / CH2M HILL

ATTENDEES:

Pat Sammon	CH2M Hill	613-723-0233 x 73126	psammon@ch2m.com
Brian Graham	CH2M Hill	613-723-0233 x 73113	brian.graham@ch2m.com
Ryan Matthews	CH2M Hill	613-723-0233 x 73120	ryan.matthews@ch2m.com
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Bruce Cole	City of Ottawa	613-580-2424 x 20065	Bruce.Cole@ottawa.ca
Steve Dover	City of Ottawa	613-580-2424 x 13613	steve.dover@ottawa.ca
Curtis Rampersad	City of Ottawa	613-580-2424 x 20019	curtis.rampersad@ottawa.ca
Ishtiaque Tunio	City of Ottawa	613-580-2424 x 27955	Ishtiaque.Turnio@ottawa.ca
Ted Donaldson	CTP	613-978-7114	tdonaldson@morrisonhershfield.com
Lloyd Pacheco	MTO	613-545-4792	lloyd.pacheco@ontario.ca
D.L. Lindersmith	MTO	613-545-4792	D.Lindersmith@ontario.ca
Dan Abram	MRC	613-736-7200 x 3476	abramd@mmm.ca
Manny Goetz	MRC	613-736-7200 x 3225	MGoetz@mrc.ca
Steve Regel	MRC	613-736-7200 x 3228	SRegel@mrc.ca

COPIES:

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FROM: Brian Graham - CH2M HILL

DATE: May 31, 2011 @MRC Office (1145 Hunt Club Road) First Floor Boardroom

Item No.	Purpose	Action
1	Purpose of this meeting is for the City to meet with MRC and MTO to confirm the interferences identified by MRC between the proposed Highway 417 bridge replacement and road widening work and the existing City watermains. Area under consideration is between Nicholas and the 174/417 Split.	
2	<p>List of Conflicts - Nicholas to Split</p> <ol style="list-style-type: none"> Between Lees Bridge and the Rideau River - Double crossing of the 417 with the 1220mm watermain. 610mm valve on north side of the 417 to Hurdman Road will be in travelled portion of roadway On western bank of the Rideau River, valve and 	

	<p>inspection access to the 1220 before it crosses underneath the Rideau. Bridge abutment in close proximity horizontally, with bridge deck over top. Questions raised as to whether the alignment was as presented in the GIS, older drawings show parallel alignment with bridge. Drawings distributed by MRC provided at meeting and included as an attachment.</p> <ol style="list-style-type: none"> 3. 1067 WM valve iron works on ramp for Vanier south to 417 East – Suggestion to weld MH cover if it is in travelled portion of roadway or shorten on-ramp. 4. 417 Overpass has been proposed in the vicinity of the Via Rail station with the southern bridge abutment located between the 1220 and the 1067 watermains 5. Retaining wall in close proximity to 1067 watermain in Belfast Rd. area. MRC provided drawings of options (hard copy). Questions raised as to the horizontal and vertical positioning of the WM in relation to the wall (i.e. 300mm of cover on pipe seems too shallow to be realistic) 	
	<p>417 Widening – Target Schedule</p> <ul style="list-style-type: none"> • May 2012 - All utilities Hydro / Gas / Bell / Water have to be cleared prior to tendering even though construction is not until the autumn 2011 (1 Tender Package) • June 2012 – Expected tendering • October 2012 – Start of construction • End of 2015 - Lane widening needs to be in place for buses, so that OLRT work can proceed on the Transitway • Pedestrian overpass project may be in same tender package but work has to be done after bridge work is complete, so that pedestrian bridge does not impede RBRT route <p>MRC suggests short term mitigation for relocation of WM at critical points to allow work to proceed on existing timeline with more extensive works to be postponed until 417 construction is complete.</p>	
	<p>Construction – In Proximity to Watermain</p> <ul style="list-style-type: none"> • Guidelines for work in proximity to large watermains needs to be established so that Health and Safety of contractors and risk to the distributions system are minimized. Suggested that Carling Work currently being conducted could be used as a reference. 	
3	<p>Locates</p> <ul style="list-style-type: none"> • Locates are currently being done by TSB, City has 	



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GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 3

FILE NO.: 3411003-7.5 Municipal Meetings

DATE: June 9, 2011 **TIME:** 1:30 p.m. – 3:30 p.m.

PLACE: MRC 1145 Hunt Club Road Ground Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk(a)	Planning & Design – Area Engineer Ottawa
Dave Lindensmith	Planning & Design – Senior Project Engineer
Kevin Ogilvie	Environmental Planner
Lloyd Pacheco	Senior Designer

MRC/MMM Project Team

Manny Goetz	MRC Project Manager
Steve Regel	MRC Assistant Project/ Design Manager
Tim Dickinson	MMM- Environmental Planner

City of Ottawa

Bruce Mason (a)	Manager Design and Construction-Infrastructure Services
Fern Marcuccio(a)	Environmental Services Department
Steve Dover	Project Manager Distribution
Birgitte Alting-Mees	Senior Project Manager
Steve Courtland	Engineering Infrastructure Assessment & Programme Development)
Angela Taylor	Senior Project Engineer
Robert Grimwood(a)	Senior Project Manager Sustainable Transportation
Robin Bennett	Trans. Strategic Plng.
Stuart Edison(a)	Traffic Control Engineer
Greg Sergeant(a)	Prog. Manager Signal Design & Installation
Jack Zhao	Programme Manager Infrastructure Assessment - Transportation Assets
Greg Kent	Manager Traffic Safety & Mobility

Gil Tait(a)	City of Ottawa
Curtis Rampersad	Prg. Mgr. Infr.Asst-Wtr Resources Assests
Doug Rathwell(a)	Eng Infra Assmt & Prg Dev (Rdway Rehab)
Rick Zarzosa	Prg Mgr transit Flow & Reliability
Frank McKinney(a)	Prg Mgr Trans-Plang- Env Assessments
Pat Lewis	Infrastruture Services
Linda Carkner(a)	Prg Mgr Right of Way Info& Approvls
Ishtiaque Tunio	Senior Engineer Light Rail Projects
Paul Beede	OLRT/CTP
Ted Donaldson	OLRT/CTP
Heather Sanders(a)	Programme Manager Transit Route Planning
Julie Mulligan (a)	NCC
David Malkin	NCC

(a) Absent
(t) Attended by teleconference

PURPOSE: To review and update the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review progress to date on some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

TAC 3.1 Action items of the previous notes were reviewed as follows:

TAC 1.4 **Design Issues**

1. There was some discussion concerning the proposed cross section for Lees, Vanier and Belfast. MTO has discussed the bridge sections with the city. The design will maximise the cross section within the limits of the existing foundation elements without compromising clearance on Hwy 417. Some widening of deck overhangs may be possible. MTO and the City have come to an agreement as to the various cross sections and MTO will provide a tabular summary to MRC. *MTO provided a tabular summary to MRC. This will be discussed further under new business.*
2. The widening at the Hurdman Bridge will impact the bicycle paths on both sides of the Rideau River both during construction and for the final configuration. The situation on the west side is most challenging because of the horizontal and vertical alignment of the pathway. MRC is still in the process of reviewing the design, which is based on the bridge design, at these locations. It may be possible to stage the work outside of prime pathway usage times to mitigate the impact on cyclists.

PROCEEDINGS:

**ACTION
BY:**

MRC noted that due to the overbuilding of the Hurdman structure, the bicycle pathway parallel to the highway on the north side just west of Hurdman will be impacted both during construction and as a result of the final slope configurations. The City indicated that on a temporary basis, this pathway could be re-routed slightly to the north to join with the one running north south parallel to the river. MRC to review the final configuration based on the proposed embankments.

MRC

TAC1.5 MRC noted that as built information for MTO sewers is very scarce and sewer investigations will likely be required unless MTO can find the PQP sheets for the original design. *MTO has provided all available information.*

TAC 1.6 MRC/MTO will work with the City to determine if there are any staging conflicts for the remaining five projects. *This item will be deferred to a later date.*

TAC 1.7 The City noted that the temporary measures for the DOTT/LRT work do not match what is shown as a final configuration at these locations in the MTO approved design. MTO has received EA approval for the final configuration and if the temporary measures were to be left in place, EA approval would be required for these measures by the City. The City will follow up on the status of the EA approval for this LRT work. *The City is still reviewing this issue.*

Curtis
Rampersad

TAC 1.8 The City noted that there are sightline issues at the intersection of Labelle St. and Lemieux St. and questioned MTO whether anything was planned at this location? The MTO EA Study did not consider improvements at this intersection. In future, there will be no connection from Hwy 417 to this intersection. MTO has incorporated a contingency item for this intersection. It was also noted that with the extension of the off ramp to the east the speeds should be less than they currently are with the bullnose that much closer to the intersection. The City and MRC/MTO will review the configuration of this intersection. The City indicated that the Scope of Work of these LRT revisions has been set and that MRC would be submitting a proposal in the next few days. MRC to follow up with their office to ensure it is submitted. The proposal was submitted on May 16, 2011. The City indicated that they are having some discussions with MRC and that some revisions are required.

Ishtiaque
Tunio

PROCEEDINGS:

**ACTION
BY:**

Post Meeting Note: Ishtiaque Tunio met with MRC after the meeting and it was agreed that a PO would be issued to MRC. It was agreed a safety consultant would be contacted to review some outstanding issues and establish a scope of work for some outstanding issues.

TAC 2.2 The watermain location east of Belfast was reviewed. At this location the watermain is located in a berm area. The widening will require the use of a retaining wall structure. One option that MRC anticipate using is a traffic barrier combined with a Durisol panel which can retain the earth. This configuration minimizes the amount of excavation and reduces the impact on the watermain. It appears there will be in the order of 2-3m of separation. The City questioned MRC what criteria they used to establish that this offset would be acceptable. MRC had not used any specific criteria, but felt that this offset seemed reasonable based on our experience at the Carling Avenue watermain and asked the City to specify a desired offset.

For the watermain at the Hurdman bridge crossing, the proposed abutment and pier widening will have the footing span across the existing watermain. There is an inspection plate manhole which is in conflict with the proposed widening at the west abutment. The manhole is located in the ultimate shoulder and could be either extended vertically or protected by enclosing it in a structural chamber behind the abutment. The City was not in favour of either approach. The manhole immediately to the west does not appear to be in conflict. The City suggested the inspection plate location could be moved to a more suitable location and the existing manhole abandoned. The City was also not in favour of having the footing span across the watermain. MRC will review the situation again and summarize the options available. *See discussion under new business.*

The configuration of the main crossing just east of Hurdman as shown on the City plan was reviewed. The configuration was found to not be accurate. It was reviewed after the meeting and MRC will make the required revisions on the plan. *MRC corrected the watermain configuration on their base plans.*

TAC 2.4 **Update on Rapid Lift Traffic Management**

MRC had an initial meeting with the City's traffic group at which the EDR's and other possible detour routes were discussed. Based on this

PROCEEDINGS:

**ACTION
BY:**

meeting, revisions were made and have been resubmitted to the City. A meeting will be scheduled next week to review the City's comments and establish a basis upon which MRC can proceed with further traffic analysis. *See discussion under new business.*

Heather Sanders requested a copy of the revised routes for the bridge staging. *MRC provided a copy of the requested material.*

TAC 2.7 Soils Contamination

Bruce Mason

MRC stated that they have received reports from the site cleanup at 170 Lees Avenue. To date they have been unable to get any information around the Lees Avenue structure. MRC suspects there is a buried tank in the vicinity. The City will follow up to see if any further information is available. *MRC noted that the City has been very slow in releasing the other reports related to this site which may number as many as 12. The MTO requested that the City attempt to speed up this process as it has an impact on the proposed foundation work at this location.*

TAC 2.8 Nicholas Structure

MRC noted the importance of receiving the alignment and cross section details for this structure. This information is needed before MRC can complete the ramp design in this area. It was noted that this structure will not be completed until after the LRT construction. The City of Ottawa will forward this information. *The City provided the alignments as established for the Alta Vista Corridor which tie into the current Nicholas Street alignment. This alignment over the bridge will be shifted to the west to allow for construction of the bridge with minimal disruption to the Nicholas Street traffic. MRC are developing an alignment that will allow connection to the new bridge location. The City also provided a typical half cross section for the bridge which included a 2.0 m sidewalk, a 2.0 m bike lane, two 3.75m lanes and a 2.5m median. MRC are proceeding with this to establish the ultimate ramp configuration to develop the ramp lanes to the east of the bridge.*

TAC 2.9 Other Utilities

The other major utility conflicts can be summarized as follows:

- Enbridge Gas at Hurdman- new river crossing required. They anticipate the work can be completed by May 2012.
- Ottawa Hydro and Bell at the Belfast structure. This site is a major concern for the City as the LRT has extensive impacts at this location. Final designs need to accommodate both this and

PROCEEDINGS:**ACTION
BY:**

the LRT work. MRC noted that they have had no response from Bell with respect to MRC's utility circulation. The City requested MRC forward their latest e-mail to Bell and that they would attempt to get a response from Bell. *Bell provided a very poor response and MRC are attempting to get a meeting arranged with them.*

MRC

- MRC noted that a special meeting will have to be held for this location alone as extensive co-ordination is required.

City/MRC

TAC 2.12 The City indicated that they could provide some assistance to more precisely locate some of the valves within the chambers and to provide details on the inspection plate manholes. MRC to forward the requests to Steve Dover. *At the last meeting with the City it was decided to have TSB complete the additional information requested by MRC. Any information from TSB will be passed on to the City.*

MTO/TSB

TAC 3.2 **Watermain Updates**

MRC have reviewed the structural configuration and have been able to cantilever the abutment over the watermain such that the main is not being directly impacted by the footing. A separate meeting was held with the City works department and their consultant CH2M Hill and the proposed configuration presented. The inspection plate chamber closet to the river's edge however would still need to be relocated. MRC noted that perhaps the City will have to accept an interim solution and only after completion of the MTO contract look at a more suitable final relocation which may require a total realignment on the south side of the highway to avoid the watermain crossing the highway twice. Some of the more permanent relocations could be done as part of the OLRT work. All parties agreed that if major relocations are required that they would never be completed by the May 2012 deadline which has been established by the Ministry. At this meeting the watermain configuration east of Tremblay Road to well beyond Belfast was reviewed and noted that an offset of approximately 2.5 m can be maintained between the watermain and the retaining wall structure proposed by MRC. MRC proposes to use a Durisol type retaining wall and barrier which will have less impact than a conventional retaining gravity or cantilever retaining wall.

TAC 3.3 **Bridge Cross Sections**

MRC stated that they have reviewed the tabular summary and are able to provide the following cross sections:

PROCEEDINGS:

**ACTION
BY:**

1. Vanier
 - 4 3.5 m lanes
 - 1.2m median
 - 2- 1.8 m sidewalks
 - 2- 1.5 m bicycle lanes
 - 2- 0.3m parapet walls

This is the maximum section that can be provided with a marginal widening/re-facing of the abutment. The City expressed some concern as to why the desirable cycle lane could not be provided. MTO conceded that the median could be reduced by 250 mm on each side and this width provided as a curb offset to the painted EP line with a resulting median of 0.7m. The City questioned whether an additional girder could be added. MTO once again re-iterated that they have provided the maximum possible without compromising the structural integrity or impacting clearance to the highway below. They feel they have provided the best possible section while trying to balance all factors involved.
2. Lees Avenue
 - 2 -3.5 m lanes
 - 2- 2.1 bicycle lanes
 - 2- 1.8m sidewalks
 - 2- 0.3m parapet walls
3. Belfast
 - 2- 4.27m lane and shoulder
 - 2- 1.8m sidewalk
 - 2- 0.3m parapet walls
4. Nicholas Street
 - 4- 3.75m lanes
 - 2- 2.0m sidewalks
 - 2- 2.0m bicycle lanes
 - 1-5.0m median

TAC 3.4 **Rapid Lifts**

A second traffic/ detour meeting was held on May 25, 2011 at which the City provided further input to allow MRC to proceed to analyse the proposed detour routes. Traffic volumes were requested at this meeting which have yet to be supplied by the City. The City has yet to confirm

City of
Ottawa

PROCEEDINGS:

**ACTION
BY:**

whether a portion of Vanier Parkway can be utilized as a truck detour route.

TAC 3.5 **Property**

MRC indicated that there are two locations where permanent property is required.

- On the north side just west of the Hurdman bridge from the City.
- At Robinson Road at the Lees Avenue bridge.
- Temporary Limited Interests are required for the bridge staging at the old snow dump and at the baseball stadium.
- In order to gain access to the Hurdman Bridge, MTO will be pursuing to get access from the Hurdman Station.

TAC 3.6 **Other Utilities**

The other critical utility relocation is at Belfast not only for MTO but also the OLRT work. MRC outlined the Hydro concept of relocating the embedded ducts in the structure to the west side on a temporary basis until the new structure was replaced. The temporary installation on the west side will have to consider the movement of the bridge from the baseball diamond. The OLRT group indicated they are dealing with different people from Ottawa Hydro and it was agreed an overall co-ordination meeting will have to take place in the near future.

TAC3.7 **Project Schedule**

MRC are proceeding with their design to supply MTO with a completed package by June 2012 with utility relocations completed by May 2012.

TAC 3.8 **Realignment of Robinson Avenue**

Due to geometric requirements for the centreline median of Highway 417 at Lees Avenue and the two- lane off ramp configuration, the outside lanes need to be shifted to the north requiring a realignment of Robinson Avenue. MRC questioned the City whether a sidewalk is required on Robinson Avenue. The City indicated that for a local road, one sidewalk of 1.8m min. width was required.

TAC 3.9 **Structural Inspection Reports**

MRC indicated that they are in the process of completing the Existing Conditions reports for the East Transitway and the SE Transitway structures and will forward copies to Jack Zhao Programme Manager Infrastructure Assessment - Transportation Assets when they are completed.

MRC

PROCEEDINGS:

**ACTION
BY:**

TAC3.10 Next meeting scheduled for July 14, 2011 at the same time and location as this meeting

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

S. Regel, P. Eng., Sr. Project
Engineer

cc: list all attending, TAC Team



**McCORMICK RANKIN
CORPORATION**

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Website: www.mrc.ca

NOTES OF MEETING

PROJECT: GWP 4091-07-00 Hwy 417 Nicholas to Vanier Parkway Widening
GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 4

FILE NO.: 3411003-7.5 Municipal Meetings

DATE: July 7, 2011 **TIME:** 1:30 p.m. – 3:30 p.m.

PLACE: MRC 1145 Hunt Club Road 3rd Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk	Planning & Design – Area Engineer Ottawa
Dave Lindensmith	Planning & Design – Senior Project Engineer
Kevin Ogilvie	Environmental Planner
Lloyd Pacheco(a)	Senior Designer

MRC/MMM Project Team

Manny Goetz	MRC Project Manager
Steve Regel	MRC Assistant Project/ Design Manager
Tim Dickinson	MMM- Environmental Planner
Peter Steacy(partime)	MRC
Jonathan Loshman	MMM

City of Ottawa

Bruce Mason (a)	Manager Design and Construction-Infrastructure Services
Fern Marcuccio(a)	Environmental Services Department
Steve Dover (a)	Project Manager Distribution
Birgitte Alting-Mees(a)	Senior Project Manager
Peter McKay	Engineering Infrastructure Assessment & Programme Development)
Angela Taylor(a)	Senior Project Engineer
Robert Grimwood(a)	Senior Project Manager Sustainable Transportation

Robin Bennett (a)	Trans. Strategic Plng.
Stuart Edison	Traffic Control Engineer
Greg Sergeant (a)	Prog. Manager Signal Design & Installation
Jack Zhao	Programme Manager Infrastructure Assessment - Transportation Assets
Greg Kent	OLRT
Gil Tait(a)	City of Ottawa
Curtis Rampersad(a)	Prg. Mgr. Infr.Asst-Wtr Resources Assests
Doug Rathwell(a)	Eng Infra Assmt & Prg Dev (Rdway Rehab)
Rick Zarzosa (a)	Prg Mgr transit Flow & Reliability
Frank McKinney(a)	Prg Mgr Trans-Plang- Env Assessments
Pat Lewis(a)	Infrastructure Services
Linda Carkner (a)	Prg Mgr Right of Way Info& Approvs
Ishtiaque Tunio(a)	Senior Engineer Light Rail Projects
Paul Beede (a)	OLRT/CTP
Ted Donaldson(a)	OLRT/CTP
Heather Sanders(a)	Programme Manager Transit Route Planning
Julie Mulligan	NCC
David Malkin	NCC
Juan Galindez	NCC
Brian Graham	CH2MHILL

- (a) Absent
- (t) Attended by teleconference

PURPOSE: To review and update the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review progress to date on some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

TAC 5.1 Action items of the previous notes were reviewed as follows:

TAC 1.4 **Design Issues**

2 The widening at the Hurdman Bridge will impact the bicycle paths on both sides of the Rideau River both during construction and for the final configuration. The situation on the west side is most challenging because of the horizontal and vertical alignment of the pathway. MRC is still in the process of reviewing the design, which is based on the bridge design, at these locations. It may be possible to stage the work outside of prime pathway usage times to mitigate the impact on cyclists.

MRC noted that due to the overbuilding of the Hurdman structure, the bicycle pathway parallel to the highway on the north side just west of

PROCEEDINGS:

**ACTION
BY:**

Hurdman will be impacted both during construction and as a result of the final slope configurations. The City indicated that on a temporary basis, this pathway could be re-routed slightly to the north to join with the one running north south parallel to the river. MRC to review the final configuration based on the proposed embankments. *Work on the bicycle path final and temporary designs are still ongoing. The temporary alignment on the west side will need to be shifted in front of the existing handrail probably with the use of gabions. Geometric reconfiguration is required in this SW quadrant to reduce the steep grades and poor alignment.*

MRC

TAC 1.7 The City noted that the temporary measures for the DOTT/LRT work do not match what is shown as a final configuration at these locations in the MTO EA/ Preliminary design. MTO has received EA approval for the final configuration and if the temporary measures were to be left in place, EA approval would be required for these measures by the City. The City will follow up on the status of the EA approval for this LRT work. *The City is still reviewing this issue.*

Greg Kent/
Heather
Sanders

TAC 3.4 **Rapid Lifts**
A second traffic/ detour meeting was held on May 25, 2011 at which the City provided further input to allow MRC to proceed to analyse the proposed detour routes. Traffic volumes were requested at this meeting which have yet to be supplied by the City. The City has yet to confirm whether a portion of Vanier Parkway can be utilized as a truck detour route. *Counts were provided by the City. MRC has received ramp counts from MTO. MTO does not have the classification counts for the ramps. MRC to pursue with the District if information is available from the Compass centre cameras.*

MRC

TAC 3.9 **Structural Inspection Reports**
MRC indicated that they are in the process of completing the Structural design Reports for the East Transitway and the SE Transitway structures and will forward copies to Jack Zhao Programme Manager Infrastructure Assessment - Transportation Assets when they are completed. MRC forwarded a copy by e- mail of the East Transitway at the start of the meeting .S.E Transitway report to follow. *The City indicated that comments went back to MRC but the Structural Inspection Reports are still outstanding.*

MRC

TAC 4.2 **Watermain Relocations**
With respect to watermain conflicts, there is nothing new to report at this time. Information is still needed from TSB to confirm what needs to

PROCEEDINGS:

**ACTION
BY:**

be done in the vicinity of the Hurdman Bridge and just to the east. MRC noted that the SE quadrant at the Hurdman Bridge is required for a staging area and that several watermains are located in this area. The contract document will have to be structured to allow the contractor access at this location and still provide protection of the existing watermain facilities. Restricted areas will have to be defined and monitoring may have to be utilized. CH2MHILL noted that they have identified this issue in their updated report. The City noted it is of prime importance to get field information from TSB. MRC will continue to pass on information as it is received. *This will be discussed under a new agenda item*

TAC 4.4 MRC presented a number of 11x17 drawings which outlined the preliminary geometry for ramp and intersection modifications. These drawings have been appended to these notes.

- At Lemieux St. and Laurent Boulevard, the intersection was previously widened to the north and has been revised to a widening towards the south. It was noted that no OC Transpo bus stop is required at this location.
- For the west bound off ramp at Vanier an additional lane was added to the south side of the existing ramp. There will be provision for two left turn lanes and a bus lane adjacent the island on the north side. The City noted that the design will need to consider the location of the detector loops in relation to the bus stop. The requirement for the buses to turn south bound was discussed. OC Transpo is to confirm if this movement is required. *MRC indicated that based on their most recent work for the OLRT revisions, the number of buses turning south from the west bound off ramp will be reduced and this movement may not be required. There is not room at this location for a triple left turn and the left turn can't be pre-empted as it will be combined with a through movement.*

Heather
Sanders

TAC 4.7 **Property**

It was noted by MRC that some temporary limited interests are required as well as the acquisition of some permanent property. David Malkin stated that he will act as the first contact to ensure NCC property personnel are involved in the process. It was suggested that a joint meeting be held with all the parties involved. *MTO indicated that they had met once in July with NCC and the City of Ottawa. Another meeting is scheduled with the City and University of Ottawa on September 7, 2011*

PROCEEDINGS:

**ACTION
BY:**

TAC 4.10 **Other Business**

Risk Workshop

MRC stated as part of this assignment they are required to complete a Risk Workshop/Assessment. It is scheduled for September. The OLRT Group indicated they would like to participate in the scheduling aspects of the workshop. OLRT Group to provide a rail group contact for inclusion in the work shop.

Post Meeting Note: The contact name was supplied by the City and the Workbook was couriered to the participant on September 6, 2011

Pedestrian Overpass at Train Station

MRC have submitted a proposal for the design but have not heard from the City whether they were successful. Based on the timelines previously set by MRC, it is very unlikely the whole project can be included in this design. The overpass structure could not be constructed until after the Vanier rapid lift as it would interfere with the movement of the new structure. A pier, if proposed/ required could be built as part of this project with the balance of the work completed at a later date.

MRC confirmed that they have not been awarded this assignment. The City water works department will have to consider this structure in their Risk evaluation

TAC5.2 **Design Issues Update**

Watermains

MRC noted that a meeting was held with the City and MRC to review the utility work done to date by TSB. At this meeting attendees were supplied with the most recent drawing dated August13, 2011. MRC used the elevations and offsets shown on these drawing to provide the City with revised cross sections for the section of watermain around Belfast where it is located in a berm area adjacent to the highway. It is MRC's opinion that impact on the watermain can be mitigated by using a Durisol barrier/retaining wall to minimize the excavation adjacent to the watermain. The City is to review further.

MTO noted that arrangement are being made with the District Office to clear some shrubs in the area noted above to obtain 3 more pipe elevations between the manholes. All field work is scheduled to be complete by September 16, 2011.

PROCEEDINGS:

ACTION BY:

An additional borehole is to be completed on the watermain on the SW side of Hurdman to establish the pipe elevation adjacent to the asphalt pathway. MTO informed the attending that the removal of some branches was required in this area to gain access for equipment.

MRC noted that based on the latest TSB drawings, the watermain on the south side of the bridge is actually closer to the proposed footings than originally anticipated. At the footing the clearance is in the order of 1.2 m and at the pier 2.7m. MRC will review this location in more detail and confirm the final location once the other borehole is completed.

MRC

OLRT

MRC has been proceeding with their work to come up with a Bus Operation plan building off of the previous work done under the DOT Study. MRC has utilized their safety team from MRC Delphi who are reviewing a few aspects of the work. Some of the important updates are as follows:

- East bound buses on Hwy 417 at St. Laurent will stay on the Highway unless they are destined for St. Laurent Station. The S.E ramp will only be used for deadheading buses.
- Lane development at the split is being reviewed by the safety group
- Two northbound left turns will be provided into Blair Station. No direct access to the highway at Blair is being recommended.
- Direct access to Hwy 417 westbound will be provided at St. Laurent Station.
-

A meeting is scheduled for September 7, 2011 at the MRC offices to present the recommendations with the report to be completed by the end of September

Traffic Management and Rapid Lifts

At Lees Avenue the structure will be staged in the old snow dump. Two highway closures are required to remove the old structure to allow installation of the centre pier and removal of existing piers. The second closing is required to install the new bridge. Complete closure of Lees will be required for the approach work and likely will occur in summer 2014.

Due to the revised vertical profile of Vanier Parkway, the original concept of a 36 hour closure is no longer possible. Single lane weekend

PROCEEDINGS:

ACTION BY:

closures will be required to cut the ballast walls. The approach fills will also require the reduction of traffic to a single before the structure is removed. The structure will then be removed and 2 lane traffic (one lane in each direction) will be maintained on one side where the grade has been raised. This will allow completion of the other side of the roadway to the revised grade elevation. This work will likely occur in September 2014.

At Belfast structure, MTO may have difficulties obtaining the staging area at the ball diamond due to existing lease agreements. An alternate site east of St. Laurent on MTO property is being reviewed. This will bring into play a few more issues as the new bridge will have to be transported over the St. Laurent and East Transitway structures as well as over some portions of the 1220 watermain.

MRC noted that the Hurdman structure is the controlling operation and determines when traffic can be switched to the outside lanes. This timing controls the rapid lift operations. The construction of the Hurdman bridge will require the closure of the N-W ramp at the Vanier Parkway interchange.

Other Utility Updates

A meeting was held with Ottawa Hydro and Bell concerning the work at Belfast. They are looking at options of going underground.

Enbridge is proceeding with the relocation at Hurdman. They have retained Stantec to do their EA work.

MTO is continuing to supply any relevant information to Enbridge as it becomes available.

General

There some general discussion concerning the watermain issues on this project. There are 4 main issues or areas of concern:

1. Section of watermain in the berm near Belfast, which MRC feels can be mitigated with the use of a Durisol wall.
2. Proximity of watermain on the SW corner of the Hurdman bridge. MRC feels that the structure can be modified to accommodate the watermain but it is very close to the main and very specific protection and monitoring will be required. The City must establish if this can be tolerated as a major relocation (changing alignment across the river) can't be completed in the

PROCEEDINGS:

**ACTION
BY:**

- time frame available.
3. The double diagonal crossing west of Hurdman where Valve Chambers will be located in the travelled lanes.
 4. The loads any rapid structure lifts may impart on the buried watermain at a few locations.

Senior staff at the City must be made aware of these issues such that appropriate direction can be given to ensure the schedule for the completion of this project is met.

TAC5.3 Context Sensitive Design

TAC3.10 Next meeting scheduled for September 29, 2011 at the same time and location as this meeting.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

S. Regel, P. Eng., Hwy Design
Manger

cc: list all attending, TAC Team



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CORPORATION**

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NOTES OF MEETING

PROJECT: GWP 4091-07-00 Hwy 417 Nicholas to Vanier Parkway Widening
GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 5

FILE NO.: 3411003-7.5 Municipal Meetings

DATE: September 1, 2011 **TIME:** 1:30 p.m. – 3:30 p.m.

PLACE: MRC 1145 Hunt Club Road 3rd Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk	Planning & Design – Area Engineer Ottawa
Dave Lindensmith	Planning & Design – Senior Project Engineer
Kevin Ogilvie	Environmental Planner
Lloyd Pacheco(a)	Senior Designer

MRC/MMM Project Team

Manny Goetz	MRC Project Manager
Steve Regel	MRC Assistant Project/ Design Manager
Tim Dickinson	MMM- Environmental Planner
Peter Steacy(partime)	MRC
Jonathan Loshman	MMM

City of Ottawa

Bruce Mason (a)	Manager Design and Construction-Infrastructure Services
Fern Marcuccio(a)	Environmental Services Department
Steve Dover (a)	Project Manager Distribution
Birgitte Alting-Mees	Senior Engineer watermain Renewal
Peter McKay	Engineering Infrastructure Assessment & Programme Development)
Angela Taylor(a)	Senior Project Engineer
Robert Grimwood	Senior Project Manager Sustainable Transportation

Robin Bennett (a)	Trans. Strategic Plng.
Stuart Edison	Traffic Control Engineer
Greg Sergeant (a)	Prog. Manager Signal Design & Installation
Jack Zhao	Programme Manager Infrastructure Assessment - Transportation Assets
Greg Kent	OLRT
Gil Tait(a)	City of Ottawa
Curtis Rampersad(a)	Prg. Mgr. Infr.Asst-Wtr Resources Assests
Doug Rathwell(a)	Eng Infra Assmt & Prg Dev (Rdway Rehab)
Rick Zarzosa (a)	Prg Mgr transit Flow & Reliability
Frank McKinney(a)	Prg Mgr Trans-Plang- Env Assessments
Pat Lewis(a)	Infrastructure Services
Linda Carkner (a)	Prg Mgr Right of Way Info& Approvs
Ishtiaque Tunio(a)	Senior Engineer Light Rail Projects
Paul Beede (a)	OLRT/CTP
Ted Donaldson(a)	OLRT/CTP
Heather Sanders(a)	Programme Manager Transit Route Planning
Julie Mulligan	NCC
David Malkin	NCC
Juan Galindez	NCC
Brian Graham	CH2MHILL

- (a) Absent
- (t) Attended by teleconference

PURPOSE: To review and update the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review progress to date on some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

TAC 5.1 Action items of the previous notes were reviewed as follows:

TAC 1.4 **Design Issues**

2 The widening at the Hurdman Bridge will impact the bicycle paths on both sides of the Rideau River both during construction and for the final configuration. The situation on the west side is most challenging because of the horizontal and vertical alignment of the pathway. MRC is still in the process of reviewing the design, which is based on the bridge design, at these locations. It may be possible to stage the work outside of prime pathway usage times to mitigate the impact on cyclists.

MRC noted that due to the overbuilding of the Hurdman structure, the bicycle pathway parallel to the highway on the north side just west of

PROCEEDINGS:

**ACTION
BY:**

Hurdman will be impacted both during construction and as a result of the final slope configurations. The City indicated that on a temporary basis, this pathway could be re-routed slightly to the north to join with the one running north south parallel to the river. MRC to review the final configuration based on the proposed embankments. *Work on the bicycle path final and temporary designs are still ongoing. The temporary alignment on the west side will need to be shifted in front of the existing handrail probably with the use of gabions. Geometric reconfiguration is required in this SW quadrant to reduce the steep grades and poor alignment.*

MRC

TAC 1.7 The City noted that the temporary measures for the DOTT/LRT work do not match what is shown as a final configuration at these locations in the MTO EA/ Preliminary design. MTO has received EA approval for the final configuration and if the temporary measures were to be left in place, EA approval would be required for these measures by the City. The City will follow up on the status of the EA approval for this LRT work. *The City is still reviewing this issue.*

Greg Kent/
Heather
Sanders

TAC 3.4 **Rapid Lifts**
A second traffic/ detour meeting was held on May 25, 2011 at which the City provided further input to allow MRC to proceed to analyse the proposed detour routes. Traffic volumes were requested at this meeting which have yet to be supplied by the City. The City has yet to confirm whether a portion of Vanier Parkway can be utilized as a truck detour route. *Counts were provided by the City. MRC has received ramp counts from MTO. MTO does not have the classification counts for the ramps. MRC to pursue with the District if information is available from the Compass centre cameras.*

MRC

TAC 3.9 **Structural Inspection Reports**
MRC indicated that they are in the process of completing the Structural design Reports for the East Transitway and the SE Transitway structures and will forward copies to Jack Zhao Programme Manager Infrastructure Assessment - Transportation Assets when they are completed. MRC forwarded a copy by e- mail of the East Transitway at the start of the meeting .S.E Transitway report to follow. *The City indicated that comments went back to MRC but the Structural Inspection Reports are still outstanding.*

MRC

TAC 4.2 **Watermain Relocations**
With respect to watermain conflicts, there is nothing new to report at this time. Information is still needed from TSB to confirm what needs to

PROCEEDINGS:

**ACTION
BY:**

be done in the vicinity of the Hurdman Bridge and just to the east. MRC noted that the SE quadrant at the Hurdman Bridge is required for a staging area and that several watermains are located in this area. The contract document will have to be structured to allow the contractor access at this location and still provide protection of the existing watermain facilities. Restricted areas will have to be defined and monitoring may have to be utilized. CH2MHILL noted that they have identified this issue in their updated report. The City noted it is of prime importance to get field information from TSB. MRC will continue to pass on information as it is received. *This will be discussed under a new agenda item*

TAC 4.4 MRC presented a number of 11x17 drawings which outlined the preliminary geometry for ramp and intersection modifications. These drawings have been appended to these notes.

- At Lemieux St. and Laurent Boulevard, the intersection was previously widened to the north and has been revised to a widening towards the south. It was noted that no OC Transpo bus stop is required at this location.
- For the west bound off ramp at Vanier an additional lane was added to the south side of the existing ramp. There will be provision for two left turn lanes and a bus lane adjacent the island on the north side. The City noted that the design will need to consider the location of the detector loops in relation to the bus stop. The requirement for the buses to turn south bound was discussed. OC Transpo is to confirm if this movement is required. *MRC indicated that based on their most recent work for the OLRT revisions, the number of buses turning south from the west bound off ramp will be reduced and this movement may not be required. There is not room at this location for a triple left turn and the left turn can't be pre-empted as it will be combined with a through movement.*

Heather
Sanders

TAC 4.7 **Property**

It was noted by MRC that some temporary limited interests are required as well as the acquisition of some permanent property. David Malkin stated that he will act as the first contact to ensure NCC property personnel are involved in the process. It was suggested that a joint meeting be held with all the parties involved. *MTO indicated that they had met once in July with NCC and the City of Ottawa. Another meeting is scheduled with the City and University of Ottawa on September 7, 2011*

PROCEEDINGS:

**ACTION
BY:**

TAC 4.10 **Other Business**

Risk Workshop

MRC stated as part of this assignment they are required to complete a Risk Workshop/Assessment. It is scheduled for September. The OLRT Group indicated they would like to participate in the scheduling aspects of the workshop. OLRT Group to provide a rail group contact for inclusion in the work shop.

Post Meeting Note: The contact name was supplied by the City and the Workbook was couriered to the participant on September 6, 2011

Pedestrian Overpass at Train Station

MRC have submitted a proposal for the design but have not heard from the City whether they were successful. Based on the timelines previously set by MRC, it is very unlikely the whole project can be included in this design. The overpass structure could not be constructed until after the Vanier rapid lift as it would interfere with the movement of the new structure. A pier, if proposed/ required could be built as part of this project with the balance of the work completed at a later date.

MRC confirmed that they have not been awarded this assignment. The City water works department will have to consider this structure in their Risk evaluation

TAC 5.2 **Watermains**

MRC noted that a meeting was held with the City and MRC to review the utility work done to date by TSB. At this meeting attendees were supplied with the most recent drawing dated August 13, 2011. MRC used the elevations and offsets shown on these drawing to provide the City with revised cross sections for the section of watermain around Belfast where it is located in a berm area adjacent to the highway. It is MRC's opinion that the impact on the watermain can be mitigated by using a Durisol barrier/retaining wall to minimize the excavation adjacent to the watermain. The City is to review further.

MTO noted that arrangement are being made with the MTO District Office to clear some shrubs in the area noted above to obtain three more pipe elevations between the manholes. All field work is scheduled to be complete by September 16, 2011.

An additional borehole is to be completed on the watermain on the SW side of Hurdman to establish the pipe elevation adjacent to the asphalt

PROCEEDINGS:

**ACTION
BY:**

pathway. MTO informed the attending that the removal of some branches was required in this area to gain access for equipment.

MRC noted that based on the latest TSB drawings, the watermain on the south side of the bridge is actually closer to the proposed footings than originally anticipated. At the footing the clearance is in the order of 1.2 m and at the pier 2.7m. MRC will review this location in more detail and confirm the final location once the other borehole is completed.

MRC

There are 4 main issues or areas of concern that were discussed as follows:

1. Section of watermain in the berm near Belfast, which MRC feels can be mitigated with the use of a Durisol wall.
2. Proximity of watermain on the SW corner of the Hurdman bridge. MRC feels that the structure can be modified to accommodate the watermain but it is very close to the main and very specific protection and monitoring will be required. The City must establish if this can be tolerated as a major relocation (changing alignment across the river) can't be completed in the time frame available.
3. The double diagonal crossing west of Hurdman where Valve Chambers will be located in the travelled lanes.
4. The loads any rapid structure lifts may impart on the buried watermain at a few locations.

Senior staff at the City must be made aware of these issues such that appropriate direction can be given to ensure the schedule for the completion of this project is met.

TAC 5.3 OLRT

MRC has been proceeding with their work to come up with a Bus Operation plan building off of the previous work done under the DOT Study. MRC has utilized their safety team from MRC Delphi who are reviewing a few aspects of the work. Some of the important updates are as follows:

- East bound buses on Hwy 417 at St. Laurent will stay on the Highway unless they are destined for St. Laurent Station. The S.E ramp will only be used for deadheading buses.
- Lane development at the split is being reviewed by the safety group

PROCEEDINGS:

**ACTION
BY:**

- Two northbound left turns will be provided into Blair Station. No direct access to the highway at Blair is being recommended.
- Direct access to Hwy 417 westbound will be provided at St. Laurent Station.
-

A meeting is scheduled for September 7, 2011 at the MRC offices to present the recommendations with the report to be completed by the end of September.

TAC 5.4 Traffic Management and Rapid Lifts

At Lees Avenue the structure will be staged in the old snow dump. Two highway closures are required. The first closure is required to remove the old structure to allow installation of the centre pier and removal of existing piers. The second closing is required to install the new bridge. Complete closure of Lees will be required for the approach work and likely will occur in summer 2014.

Due to the revised vertical profile of Vanier Parkway, the original concept of a 36 hour closure is no longer possible. Single lane weekend closures will be required to cut the ballast walls. The approach fills will also require the reduction of traffic to a single before the structure is removed. The structure will then be removed and 2 lane traffic (one lane in each direction) will be maintained on one side where the grade has been raised. This will allow completion of the other side of the roadway to the revised grade elevation. This work will likely occur in conjunction with the ballast wall cutting prior to the rapid replacement and immediately after the rapid replacement.

At Belfast structure, MTO may have difficulties obtaining the staging area at the ball diamond due to existing lease agreements. An alternate site east of St. Laurent on MTO property is being reviewed. This will bring into play a few more issues as the new bridge will have to be transported over the St. Laurent and East Transitway structures as well as over some portions of the 1220 watermain.

MRC noted that the Hurdman structure is the controlling operation and determines when traffic can be switched to the outside lanes. This timing controls the rapid lift operations. The construction of the Hurdman bridge will require the closure of the N-W ramp at the Vanier Parkway interchange for the duration of the contract.

TAC 5.5 Other Utility Updates

PROCEEDINGS:

ACTION BY:

A meeting was held with Ottawa Hydro and Bell concerning the work at Belfast. They are looking at options of going underground.

Enbridge is proceeding with the relocation at Hurdman. They have retained Stantec to do their EA work.

MTO is continuing to supply any relevant information to Enbridge as it becomes available.

TAC5.6 Context Sensitive Design

An overview of design team CSD protocols and the overall vision was presented followed by a detailed presentation of the draft progress Concept Landscape Plan showing geographic representation of limits of noise walls, retaining walls, areas of proposed landscape treatments, adjustments to existing pathways, and location of gateway features. The CSD concept recognizes this segment of the 417 corridor as a Capital Arrival Route. It was noted that the principle of CSD design at this point is to be flexible, to allow for incorporation of stakeholder input, as well as technical integration of CSD components with the multi-disciplinary approaches and design issues.

The NCC was given a copy of the 'Draft Landscape Concept Plan' for detailed review and comment.

Structures

It was noted that CSD components for St. Laurent, Belfast, Vanier and Lees have been, in principle, adopted as per the April 2011 CSD Report, however there will be no arch design incorporated into the abutments for structural reasons. Elements include design elements such as upward arching pilasters, maple leaf symbol in bas-relief. Street names are being considered to be incorporated with plaques.

It was noted that CSD components as described for St. Laurent/Belfast/Vanier/Lees will not be incorporated in the Transitway structure at Lees or St. Laurent, though potential for affixation of CSD-type components are being considered as the CSD design and technical integration of its concepts advance and receive stakeholder input.

The structure at Cyrville Road was noted as a potential for future CSD treatment potential, though is not under this contract.

PROCEEDINGS:

ACTION BY:

Gateways

It was indicated that 'Capital Arrival Route' Gateways are currently proposed at Nicholas in the west end of the project and at the 417/174 split in the east end of the project and Vanier areas. The concept aims to reinforce a 'sense of arrival' through the development of an iconic architecture element. Smaller reinforcements (neighbourhood-level) gateways are considered throughout the corridor to punctuate the design concept, appropriately in relation to the integration of CSD with other infrastructure components and landscape.

Retaining and Noise Walls

Concept 07 from the April 2011 CSD Report for the noise/retaining wall was brought forward as the preferred alternative. It was noted that for the Nicholas-Vanier section of the corridor no acrylic panels at the top of the Lees Avenue noise wall are proposed.

Lighting

Representatives of the NCC indicated that they will provide an alternative light standard to that provide in the April 2011 CSD report.

Landscaping

In keeping with the CSD approach, a naturalized, native and salt tolerant landscape palette is proposed for the corridor, in line with MTO standards and Landscape Composition guidelines and NCC Greenbelt guidelines for plant selection. Creation of a rhythmic landscape with 4-seasons of interest is a prominent feature of the landscape concept, as well as the incorporation of plant material that contain seasonal interests of red are being considered. A 'ribbon-of-red' was identified loosely to speak to the concept of incorporating plant material with features of the colour red and to the potential/desire to create a rhythmic landscape treatment.

Existing landscape will be reinstated where disturbed for construction of the highway widening, including construction of the noise wall at Lees Avenue. Where feasible and appropriate, vegetative buffers to neighbouring communities shall be considered.

Earth Management

In keeping with the CSD approach, it was noted by the design team, that potential for incorporation of construction staging, materials management,

PROCEEDINGS:

**ACTION
BY:**

landscape and gateway-type features exist in the form of structural earthwork.

TAC 5.7 Next meeting scheduled for September 29, 2011 at the same time and location as this meeting.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

S. Regel, P. Eng., Hwy Design
Manger

cc: list all attending, TAC Team



**McCORMICK RANKIN
CORPORATION**

A member of  **MMM GROUP**

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NOTES OF MEETING

PROJECT: GWP 4091-07-00 Hwy 417 Nicholas to Vanier Parkway Widening
GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 6

FILE NO.: 3411003-7.5 Municipal Meetings

DATE: September 29, 2011 **TIME:** 1:30 p.m. – 4:00 p.m.

PLACE: MRC 1145 Hunt Club Road 3rd Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk	Planning & Design – Area Engineer Ottawa
Dave Lindensmith	Planning & Design – Senior Project Engineer
Kevin Ogilvie	Environmental Planner
Lloyd Pacheco(a)	Senior Designer

MRC/MMM Project Team

Manny Goetz	MRC Project Manager
Steve Regel	MRC Assistant Project/ Design Manager
Tim Dickinson	MMM- Environmental Planner
Peter Steacy	MRC
Jonathan Loshman(a)	MMM
Helen Gault (part-time)	MRC

City of Ottawa

Bruce Mason (a)	Manager Design and Construction-Infrastructure Services
Fern Marcuccio(a)	Environmental Services Department
Steve Dover	Project Manager Distribution
Birgitte Alting-Mees	Senior Engineer watermain Renewal
Peter McKay (a)	Engineering Infrastructure Assessment & Programme Development)
Angela Taylor	Senior Project Engineer
Robert Grimwood	Senior Project Manager Sustainable

Robin Bennett (a)	Transportation Trans. Strategic Plng.	
Stuart Edison	Traffic Control Engineer	
Greg Sergeant (a)	Prog. Manager Signal Design & Installation	
Jack Zhao(a)	Programme Manager Infrastructure Assessment - Transportation Assets	
Sajjadul Haque	Infra. Struct. Assessment Engineer	
Greg Kent(t)	OLRT	
Gil Tait(a)	City of Ottawa	
Curtis Rampersad	Prg. Mgr. Infr.Asst-Wtr Resources Assests	
Doug Rathwell(a)	Eng Infra Assmt & Prg Dev (Rdway Rehab)	
Rick Zarzosa (a)	Prg Mgr transit Flow & Reliability	
Frank McKinney(a)	Prg Mgr Trans-Plang- Env Assessments	
Pat Lewis	Infrastructure Services	
Linda Carkner (a)	Prg Mgr Right of Way Info& Approvls	
Ishtiaque Tunio	Senior Engineer Light Rail Projects	
Paul Beede (a)	OLRT/CTP	
Ted Donaldson(a)	OLRT/CTP	
Heather Sanders(a)	Programme Manager Transit Route Planning	
Julie Mulligan	NCC	
David Malkin	NCC	
Juan Galindez	NCCMarta McDermott	Architect
Design and land Use-Capital Planning		Branch
Brian Graham (a)	CH2MHILL	
(a)	Absent	
(t)	Attended by teleconference	

PURPOSE: To review and update the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review progress to date on some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

- TAC 6.1 Action items of the previous notes were reviewed as follows:
- TAC 1.4 **Design Issues**
MRC has now obtained more up to date base mapping for the bike path area at the Hurdman Bridge. Design work to relocate the pathways in both the interim and final conditions are underway. Design will focus on trying to improve both alignment and the vertical profile especially on the west side of the bridge
- TAC 1.7 The City noted that the temporary measures for the DOTT/LRT work do not match what is shown as a final configuration at these locations in the MTO EA/ Preliminary design. MTO has received EA approval for the final configuration and if the temporary measures were to be left in place, EA approval would be required for these measures by the City. The City will follow up on the status of the EA approval for this LRT work.
- TAC 3.4 **Rapid Lifts**
A second traffic/ detour meeting was held on May 25, 2011 at which the City provided further input to allow MRC to proceed to analyse the proposed detour routes. Traffic volumes were requested at this meeting which have yet to be supplied by the City. The City has yet to confirm whether a portion of Vanier Parkway can be utilized as a truck detour route. Counts were provided by the City. MRC has received ramp counts from MTO. MTO does not have the classification counts for the ramps. MRC to pursue with the District if information is available from the Compass centre cameras. *This issue has been resolved.*
- TAC 3.9 **Structural Inspection Reports**
MRC indicated that they are in the process of completing the Structural design Reports for the East Transitway and the SE Transitway structures and will forward copies to Jack Zhao Programme Manager Infrastructure Assessment – Transportation Assets when they are completed. MRC forwarded a copy by e- mail of the East Transitway at the start of the meeting .S.E Transitway report to follow. The City indicated that comments went back to MRC but the Structural Inspection Reports are still outstanding. .
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PROCEEDINGS:

**ACTION
BY:**

widening towards the south. It was noted that no OC Transpo bus stop is required at this location.

- For the west bound off ramp at Vanier an additional lane was added to the south side of the existing ramp. There will be provision for two left turn lanes and a bus lane adjacent the island on the north side. The City noted that the design will need to consider the location of the detector loops in relation to the bus stop. The requirement for the buses to turn south bound was discussed. OC Transpo is to confirm if this movement is required. MRC indicated that based on their most recent work for the OLRT revisions, the number of buses turning south from the west bound off ramp will be reduced and this movement may not be required. There is not room at this location for a triple left turn and the left turn can't be pre-empted as it will be combined with a through movement.

Heather
Sanders

TAC 5.2 Watermains

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MTO noted that arrangement are being made with the MTO District Office to clear some shrubs in the area noted above to obtain three more pipe elevations between the manholes. All field work is scheduled to be complete by September 16, 2011.

An additional borehole is to be completed on the watermain on the SW side of Hurdman to establish the pipe elevation adjacent to the asphalt pathway. MTO informed the attending that the removal of some branches was required in this area to gain access for equipment.

MRC noted that based on the latest TSB drawings, the watermain on the south side of the bridge is actually closer to the proposed footings than originally anticipated. At the footing the clearance is in the order of 1.2 m and at the pier 2.7m. MRC will review this location in more detail and confirm the final location once the other borehole is completed. *MRC is awaiting the results of another borehole to be completed on the SW corner of the Hurdman Bridge. There have been some issues with possible contamination at the site which has delayed the entire process*

PROCEEDINGS:

**ACTION
BY:**

MTO stated that the borehole is scheduled to be completed next week

TAC 6.2 Watermain Updates

A meeting was held on September 20, 2011 between MTO, City of Ottawa, MRC and CH2MHILL to review watermain issues. Notes of the meeting were prepared by CH2MHILL. MRC provided a brief summary as follows:

- Risk assessment is being completed by CH2MHILL and is building on the previous assessment.
- General time lines were reviewed. MRC to deliver the present design package to MTO by June25, 2012 with construction anticipated to start in October or November 2012.
- Lees grade raise-MRC to review impacts on watermain north of the north abutment.
- Protection of watermain at SW corner of Hurdman required as well as vibration monitoring. Protection in the river may also be needed if access roads are required in the river.
- Staging areas at Hurdman on both side of the river require watermain protection. MRC to consider revising the staging area further to the east on the east side of the bridge to avoid the large number of valves in this location. *This change in staging area location has been presented to MTO by MRC. It is currently under review.*
- In the areas where concrete barriers or retaining walls are being used, the use of Durisol walls in many areas will mitigate any impact Retaining wall at St. Laurent on ramp requires further review by MRC.

MRC

MRC

MTO noted that the Coventry Overpass will also have to be reviewed with respect to watermain conflicts

TAC 6.3 OLRT/DOTT

MRC presented their recommendation for the Bus Operation Plan to the City on September 7, 2011 as scheduled. A plan was presented which highlighted graphically the bus operation on the Hwy 417 corridor during the time the Transitway is out of operation.

The west bound operation can be summarized as follows;

- Bus travel Orleans to Blair on Transitway
- Enter highway via existing ramp; direct access from station was reviewed but did not work from an operational standpoint.

PROCEEDINGS:

**ACTION
BY:**

- Blair to St. Laurent buses operate in the curb lane and exit at St. Laurent in two lanes of mixed traffic. Double left provided at Lemieux to access the station.
- Enter the highway at St. Laurent via a direct ramp from the station. Operate in the widened lane to exit as 2 lanes with mixed traffic at Vanier.
- There is no stop at Vanier and the buses jump the queue via a connection to the existing N-W ramp.
- Operate in the widened lane to Nicholas and exit as 2 lanes of mixed traffic.

The east bound operation can be summarized as follows:

- Enter the highway at Nicholas in an exclusive bus lane on the N-E ramp.
- Operate in the widened lane across Hurdman and exit at Vanier in two lanes of mixed traffic.
- At Vanier there will be two left turn lanes for traffic and one left turn for the buses to jump the queue and get back on the highway via the S-W ramp.
- Operate in the widened lane and exit at St. Laurent in 2 lanes of mixed traffic. A stop will be provided with two left turns for traffic and one left turn for buses to access St. Laurent station. There will be no queue jump at this location as originally proposed. The existing S-E ramp will operate as noted in the MTO preliminary Design report for this project.
- For the buses that don't exit at St. Laurent, a weave is required to get the buses into lane 2 so they can continue on 174. Median widening will be required beyond the pier of the Aviation Parkway structure which leads to Highway 417 east bound.
- With the proposed closure of the Highway 417 west bound to 174 east bound ramp, the buses will operate in the old ramp lane and exit with mixed traffic as a single lane at Blair Road.
- Ramp terminal modifications are being made to allow the buses to turn from adjacent to the island rather than using the channelized turn lane. This will make it easier to merge with traffic and access the station. Double left turn lanes are provided to enter the station. Lane modifications are required which result in the loss of the bicycle lane for a short section.

The City and MTO have some concerns with the analysis and report which are being addressed by MRC.

MRC

PROCEEDINGS:

**ACTION
BY:**

TAC 6.4 **Traffic Management and Staging
Update Rapid Lifts**

The Lees Avenue structure is still being staged in the old snow dump. Requirements for the SPMT's which move the bridge, will require regrading of the area very close to the abutment faces. On the north side this will require the closure of Robinson Avenue for up to 17 hours. Access/egress for the residents and Emergency Services will have to be provided to the highway for the east bound direction. Similarly access will have to be via the existing west bound lanes from the on ramp at Vanier parkway. Police presence will be required to control access to the highway to only EMS and those residents living in that specified area.

The staging area for the Belfast structure has been revised to MTO property at the corner of St. Laurent boulevard and Triole Street. The staging area will be close to St. Laurent Boulevard. The bridge will be transported up the existing W- N/S ramp to the highway. This will require police presence to close St. Laurent at the signalized intersection as well as the removal/adjustment of traffic poles and various utilities. The watermain in the staging area will need to be delineated out. MRC have done some preliminary calculation to verify structural capacity of the East Transitway bridge.

The Vanier structure will still be staged beside the N-W ramp at the interchange. The grade differential under this structure poses some challenges for the heavy lift contractor.

TAC 6.5 **General Highway Staging**

- Reconstruction of the south part of the Nicholas interchange requires a 3 stage approach. During the first two stages 1 lane of traffic can be maintained. The third stage will require nightly closures to avoid working between active traffic lanes. Single lane closures on the highway in off peak times or over the weekend on off peak are required to complete the final tie in to the existing lanes. For the west bound direction 2 off lanes for the ramp will be retained.
- Lees Avenue will be closed for a period of 8-10 weeks between the time the structure is removed and the new structure installed. Time is required to revise the approach fills and construct the median pier.
- East bound Vanier off ramp requires nightly closures for minor widening.
- The Vanier rapid replacements and completion of the approach

PROCEEDINGS:

**ACTION
BY:**

structure. MRC stated that no design had yet been completed for this work and does not anticipate any extensive illumination as the existing luminaires seem to be damaged and are very prone to vandalism.

MRC provided a revised sketch of the noise wall with the proposed color change which is a brown shade. Durisol have indicated that the color options are endless and practically any color can be provided. NCC commented that they are more interested in the overall color scheme and how everything ties together. (ie luminaires, emblems, noise wall etc.)

MRC provided some handouts of the proposed lighting schemes for Vanier Parkway and St. Laurent Boulevard. NCC was most interested in the illumination at Vanier and Nicholas which uses high mast poles and wanted to see some sort of review done to justify the proposed design from a context sensitive design point of view. There was also discussion concerning the type of luminaires to be utilized and their specific properties with respect to temperature range and color rendering index. NCC felt that a luminaire with a higher temperature range should be used. MRC electrical to review further.

MRC

TAC7.7 Utility Relocations

MRC met with Hydro and Bell recently to review their relocations. At Lees Avenue some pole removal is required in the staging area at the snow dump. At Hurdman, Enbridge are presently working on the design for the relocation under the river. The bell duct are being protected and relocated within the confines of the new structure and bell is working with MRC to establish duct support details.

NCC noted that they have had some contact from Stantec who are doing the environmental work for Enbridge at Hurdman. NCC to review with MTO whether the gas work and roadway widening impacts can somehow be looked at as one project. MRC requested they be copied on any correspondence between the two parties.

NCC/MTO

At the Belfast structure, Hydro and Bell are looking at an underground crossing. The exact location has not yet been finalized as there are still ongoing discussions with the OLRT Group.

Temporary relocation of communication cables is required on the east side of St. Laurent Boulevard to accommodate the movement of the SMPT units across St. Laurent from the staging area on the east side of St. Laurent. The watermain in this staging area will need to be kept

PROCEEDINGS:

**ACTION
BY:**

outside of the actual staging or protected.

The City indicated that the Labelle Street structure over St. Laurent Boulevard will be undergoing rehabilitation within the timelines of the Highway 417 widening work. Contract documents will have to notify the contractor of this ongoing work.

TAC7.8 Traffic Staging- Rapid Replacements

MTO stated they have scheduled a presentation to MTO Senior Management next week and questioned the attending whether anyone had any major issues with the staging concepts that have been presented to date and the required ramp impacts and proposed closures of Lees Avenue, the E/W to Hwy 417 WB ramp at Lees and the N-W ramp at Vanier. The City did not have any major concerns. It was noted that some of the detours for the rapid lifts require the use of the Vanier Parkway for truck traffic. NCC requested that the details be sent to them for internal review.

MRC

The City noted that when they were doing some work on Nicholas recently, they were not permitted to put truck traffic on the Vanier Parkway. The situation for this project differs in that Highway 417 is closed and traffic can't be sent further west to another interchange.

MRC

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MTO/City

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PROCEEDINGS:

**ACTION
BY:**

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TAC 7.xxx Next meeting scheduled for November 24, 2011 at 9:30a.m. to noon at the same location as this meeting. The December meeting is tentatively scheduled for December 15, 2011 and will be confirmed at the next meeting,

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

S. Regel, P. Eng., Hwy Design
Manger

cc: list all attending, TAC Team

L:\W.O. # Directories\3411003 Hwy 417 (Contract #1- 3411003-3411005)\3411003-07.0 Minutes of Meeting & Agendas\3411003-07.5
Municipal Meetings\3411003 sr TACmeeting 7 October 26-2011.doc



**McCORMICK RANKIN
CORPORATION**

A member of  **MMM GROUP**

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E-mail: mrc-ottawa@mrc.ca
Website: www.mrc.ca

NOTES OF MEETING

PROJECT: GWP 4091-07-00 Hwy 417 Nicholas to Vanier Parkway Widening
GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 7

FILE NO.: 3411003-7.5 Municipal Meetings

DATE: October 26, 2011 **TIME:** 1:30 p.m. – 4:00 p.m.

PLACE: MRC 1145 Hunt Club Road 3rd Floor Boardroom

PRESENT: **Ministry Of Transportation**

Phil Pawliuk(a)	Planning & Design – Area Engineer Ottawa
Dave Lindensmith	Planning & Design – Senior Project Engineer
Kevin Ogilvie(t)	Environmental Planner
Lloyd Pacheco(a)	Senior Designer

MRC/MMM Project Team

Manny Goetz	MRC Project Manager
Steve Regel	MRC Assistant Project/ Design Manager
Tim Dickinson(a)	MMM- Environmental Planner
Peter Steacy(partime0	MRC
Jonathan Loshman(a)	MMM
Helen Gault (a)	

City of Ottawa

Bruce Mason (a)	Manager Design and Construction-Infrastructure Services
Fern Marcuccio(a)	Environmental Services Department
Steve Dover	Project Manager Distribution
Birgitte Alting-Mees	Senior Engineer watermain Renewal
Sandra Ward	Water Distribution
Peter McKay (a)	Engineering Infrastructure Assessment & Programme Development)
Angela Taylor	Senior Project Engineer

Robert Grimwood	Senior Project Manager Sustainable Transportation
Robin Bennett (a)	Trans. Strategic Plng.
Stuart Edison(a)	Traffic Control Engineer
Greg Sergeant	Prog. Manager Signal Design & Installation
Jack Zhao	Programme Manager Infrastructure Assessment - Transportation Assets
Sajjadul Haque(a)	Infra. Struct. Assessment Engineer
Greg Kent	OLRT
Gil Tait(a)	City of Ottawa
Curtis Rampersad	Prg. Mgr. Infr.Asst-Wtr Resources Assests
Doug Rathwell	Eng Infra Assmt & Prg Dev (Rdway Rehab)
Rick Zarzosa (a)	Prg Mgr transit Flow & Reliability
Frank McKinney(a)	Prg Mgr Trans-Plang- Env Assessments
Pat Lewis	Infrastructure Services
Linda Carkner (a)	Prg Mgr Right of Way Info& Approvls
Ishtiaque Tunio(a)	Senior Engineer Light Rail Projects
Paul Beede (a)	OLRT/CTP
Ted Donaldson(a)	OLRT/CTP
Heather Sanders(a)	Programme Manager Transit Route Planning
Julie Mulligan	NCC
David Malkin	NCC
Marta McDermott	Architect Design and Land Use-Capital Planning Branch
Juan Galindez	NCC
Brian Graham	CH2MHILL
(a)	Absent
(t)	Attended by teleconference

PURPOSE: TAC Meeting 5

PROCEEDINGS:

**ACTION
BY:**

TAC 7.1 Action items of the previous notes were reviewed as follows:

TAC 1.4 **Design Issues**

MRC has now obtained more up to date base mapping for the bike path area at the Hurdman Bridge. Design work to relocate the pathways in both the interim and final conditions is underway. Design will focus on trying to improve both alignment and the vertical profile especially on the west side of the bridge./ *Some preliminary design work has been done but needs to be fine-tuned especially in the SW quadrant at Hurdman based on the configuration of the U of O football field.*

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Greg Kent/
Heather
Sanders

TAC 3.9 **Structural Inspection Reports**

MRC indicated that they are in the process of completing the Structural design Reports for the East Transitway and the SE Transitway structures and will forward copies to Jack Zhao Programme Manager Infrastructure Assessment – Transportation Assets when they are completed. MRC forwarded a copy by e- mail of the East Transitway at the start of the meeting .S.E Transitway report to follow. The City indicated that comments went back to MRC but the Structural Inspection Reports are still outstanding. *.To be pursued with MRC structural department*

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TAC 4.4 MRC presented a number of 11x17 drawings which outlined the preliminary geometry for ramp and intersection modifications. These drawings have been appended to these notes.

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the west bound off ramp will be reduced and this movement may not be required. There is not room at this location for a triple left turn and the left turn can't be pre-empted as it will be combined with a through movement.

TAC 6.2 Watermain Updates

- Lees grade raise-MRC to review impacts on watermain north of the north abutment. *MRC indicated that there are no revisions to the north abutment at Lees which would impact the watermain and that the small grade raise is insignificant based on the height of the existing embankment*
- In the areas where concrete barriers or retaining walls are being used, the use of Durisol walls in many areas will mitigate any impact Retaining wall at St. Laurent on ramp requires further review by MRC. *MRC noted that the existing watermain is on the other side of the ramp and will not be impacted by the retaining wall construction*

TAC 6.3 OLRT/DOTT

The City and MTO have some concerns with the analysis and report which are being addressed by MRC. *Further discussion included under a new agenda item.*

**TAC 6.4 Traffic Management and Staging
Update Rapid Lifts**

The staging area for the Belfast structure has been revised to MTO property at the corner of St. Laurent boulevard and Triole Street. The staging area will be close to St. Laurent Boulevard. The bridge will be transported up the existing W- N/S ramp to the highway. This will require police presence to close St. Laurent at the signalized intersection as well as the removal/adjustment of traffic poles and various utilities. *MRC noted that the detour route for the Belfast structure utilizes Tremblay Road and puts the traffic back on the highway via the S-E ramp at St. Laurent. Ramp traffic during the 17 hour closure will be interrupted for 10 minutes while the bridge is transported across the ramp. Signals will be out of Service and police will be used to direct traffic during this short duration. The City requested details be sent to Phil Landry of the Signals Branch*

MRC

PROCEEDINGS:

**ACTION
BY:**

TAC 6.6 **Property Requirements – Bridge Staging Areas**

MRC noted that the temporary property requirements on the SE side of Hurdman Bridge have to be revised to address concerns with the watermain. The required area is now located further to the east and will require the removal of more trees. The maintenance of the bicycle paths through this area needs to be reviewed to minimize the conflict points between cyclist and construction traffic. NCC and the City suggested that perhaps a meeting could be arranged with the cycling community to inform them of the project scope and its impacts. Robert Grimwood indicated that a Road Advisory Cycle Committee exists. He stated that he will brief them with some of the issues that have been discussed to date. *The City confirmed that the cycling community can participate through the normal consultation process and the PIC. Invitations to the PIC to be sent to the TAC members.*

MRC

TAC6.7 **Illumination**

There was some discussion about the merits of possibly using the hybrid pole to illuminate the Nicholas interchange area. NCC felt this should be reviewed so they could get a feeling as to whether the large number of hybrid poles will be more intrusive than a few high mast poles. MRC to review. *To be reviewed under a new agenda item*

The drawing for the hybrid pole was presented and discussed. It was noted that this is the pole that has been accepted for the Highway 417 corridor between Island Park and Maitland. NCC questioned whether different colors are available. As per the CSD requirements it was agreed that some type of fixture could be added to the poles within the normal cone of vision. NCC has provided conceptual ideas in their comments to the original presented on September 1, 2011. These fixtures do not necessarily need to be on every pole. *To be reviewed under a new agenda item.*

TAC 7.2 **Watermain Updates**

CH2MHill and the City indicated that based on their risk analysis it appears that at most locations where some issues have been identified, monitoring and protection will generally be acceptable to deal with the watermain in the short term during construction. There is some long term work that needs to be done some of which is triggered by the MTO expansion and some of which is required by the City themselves. The City is trying to review the overall network to establish if areas of the watermain can be isolated while work is occurring. It appears the SW

PROCEEDINGS:

**ACTION
BY:**

quadrant at Hurdman can't be isolated. In this area the City will require that work in this area can only be completed within a certain time when water demand is low. **The City confirmed after the meeting that generally this time period would be between October 1 to May 1 (through the fall and winter months)**

The City questioned whether consideration could be given to include two watermain sleeves to be installed across the highway for future watermain crossings. MRC indicated that this could be accommodated as long as the information is received by March 15, 2012. The City will confirm if crossings are required and their location.

City

MTO confirmed that the additional borehole at the river has been completed and the information will be passed on when received. Boreholes for the section at Belfast to be completed next week.

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- The eastbound direction on Innes Road will be widened to accommodate an addition lane of traffic from the ramp 417 WB off ramp to Blair Road. This work is to be completed by the City.
- No widening of Hwy 417 between Walkley and Innes will be required.
- MRC completed modelling to develop some performance measures which will be included in the OLRT work to gauge how the rail work affects bus operation. Provisions would be included in the design build contract which ensures that the performance measures are met.
- MRC briefly reviewed the modifications being done at Labelle and Lemieux and Lemieux and St. Laurent

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NCC requested to be provided details of the expected traffic flows

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A Risk and Constructability workshops have been held for this project to

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**ACTION
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validate the design to this point in time. From a risk point of view the target date of November 2, 2012 is manageable within a 95th percentile and the cost is within the MTO budget.

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MRC

Final Risk Report is expected on November 14 and the Constructability Report on November 21.

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The OPIC date is confirmed for November 24, 2011 at the Hampton Inn on Coventry .An agency session is to be held from 3:00p.m.-4:00p.m. with public attendance after this until 8:00 p.m.

Boards will be displayed which provide the following information:

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MTO has yet to confirm if a presentation at the start of the PIC is required.

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MRC/City

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NCC questioned what was being done with lighting under the Hurdman

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**ACTION
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structure. MRC stated that no design had yet been completed for this work and does not anticipate any extensive illumination as the existing luminaires seem to be damaged and are very prone to vandalism.

MRC provided a revised sketch of the noise wall with the proposed color change which is a brown shade. Durisol have indicated that the color options are endless and practically any color can be provided. NCC commented that they are more interested in the overall color scheme and how everything ties together. (ie luminaires, emblems, noise wall etc.)

MRC provided some handouts of the proposed lighting schemes for Vanier Parkway and St. Laurent Boulevard. NCC was most interested in the illumination at Vanier and Nicholas which uses high mast poles and wanted to see some sort of review done to justify the proposed design from a context sensitive design point of view. There was also discussion concerning the type of luminaires to be utilized and their specific properties with respect to temperature range and color rendering index. NCC felt that a luminaire with a higher temperature range should be used. MRC electrical to review further.

MRC

TAC7.7 Utility Relocations

MRC met with Hydro and Bell recently to review their relocations. At Lees Avenue some pole removal is required in the staging area at the snow dump. At Hurdman, Enbridge are presently working on the design for the relocation under the river. The bell duct are being protected and relocated within the confines of the new structure and bell is working with MRC to establish duct support details.

NCC noted that they have had some contact from Stantec who are doing the environmental work for Enbridge at Hurdman. NCC to review with MTO whether the gas work and roadway widening impacts can somehow be looked at as one project. MRC requested they be copied on any correspondence between the two parties.

NCC/MTO

At the Belfast structure, Hydro and Bell are looking at an underground crossing. The exact location has not yet been finalized as there are still ongoing discussions with the OLRT Group.

Temporary relocation of communication cables is required on the east side of St. Laurent Boulevard to accommodate the movement of the SMPT units across St. Laurent from the staging area on the east side of St. Laurent. The watermain in this staging area will need to be kept

PROCEEDINGS:

**ACTION
BY:**

outside of the actual staging or protected.

The City indicated that the Labelle Street structure over St. Laurent Boulevard will be undergoing rehabilitation within the timelines of the Highway 417 widening work. Contract documents will have to notify the contractor of this ongoing work.

TAC7.8 Traffic Staging- Rapid Replacements

MTO stated they have scheduled a presentation to MTO Senior Management next week and questioned the attending whether anyone had any major issues with the staging concepts that have been presented to date and the required ramp impacts and proposed closures of Lees Avenue, the E/W to Hwy 417 WB ramp at Lees and the N-W ramp at Vanier. The City did not have any major concerns. It was noted that some of the detours for the rapid lifts require the use of the Vanier Parkway for truck traffic. NCC requested that the details be sent to them for internal review.

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S. Regel, P. Eng., Hwy Design
Manger

cc: list all attending, TAC Team

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MEETING NO: TAC No. 8

FILE NO.: 3411003-7.5 Municipal Meetings

DATE: November 24, 2011

TIME: 9:30 p.m. – 11:30 a.m.

PLACE: MRC 1145 Hunt Club Road 3rd Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk(a)	Planning & Design – Area Engineer Ottawa
Dave Lindensmith	Planning & Design – Senior Project Engineer
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MRC/MMM Project Team

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Frank McKinney(a)	Prg Mgr Trans-Plang- Env Assessments
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Juan Galindez (a)	NCC
Brian Graham	CH2MHILL

(a) Absent
(t) Attended by teleconference

PURPOSE: To review and update the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review progress to date on some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

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PROCEEDINGS:

**ACTION
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PROCEEDINGS:

**ACTION
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- Rapid bridge replacement details and proposed detours

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MRC noted that they are presently reviewing the path relocation at Hurdman bridge. The temporary relocations are required on both sides of the river. On the west side grade revisions are required to provide a suitable design. The final configuration will be returned to its original location closer to the abutment.

NCC questioned what was being done with lighting under the Hurdman structure. MRC stated that no design had yet been completed for this work and does not anticipate any extensive illumination as the existing luminaires seem to be damaged and are very prone to vandalism.

MRC provided a revised sketch of the noise wall with the proposed color change which is a brown shade. Durisol have indicated that the color options are endless and practically any color can be provided. NCC commented that they are more interested in the overall color scheme and how everything ties together. (ie luminaires, emblems, noise wall etc.)

MRC provided some handouts of the proposed lighting schemes for Vanier Parkway and St. Laurent Boulevard. NCC was most interested in the illumination at Vanier and Nicholas which uses high mast poles and wanted to see some sort of review done to justify the proposed design from a context sensitive design point of view. There was also discussion concerning the type of luminaires to be utilized and their specific properties with respect to temperature range and color rendering index. NCC felt that a luminaire with a higher temperature range should be used. MRC electrical to review further.

MRC

TAC7.7 Utility Relocations

NCC noted that they have had some contact from Stantec who are doing the environmental work for Enbridge at Hurdman. NCC to review with MTO whether the gas work and roadway widening impacts can

PROCEEDINGS:

**ACTION
BY:**

somehow be looked at as one project. MRC requested they be copied on any correspondence between the two parties. *A meeting was held with NCC and Enbridge and determined the gas main has no impact on NCC property.*

TAC7.8 Traffic Staging- Rapid Replacements

MTO stated they have scheduled a presentation to MTO Senior Management next week and questioned the attending whether anyone had any major issues with the staging concepts that have been presented to date and the required ramp impacts and proposed closures of Lees Avenue, the E/W to Hwy 417 WB ramp at Lees and the N-W ramp at Vanier. The City did not have any major concerns. It was noted that some of the detours for the rapid lifts require the use of the Aviation Parkway for truck traffic. NCC requested that the details be sent to them for internal review. *Details were sent to MTO and will be discussed as a new agenda item*

The City noted that when they were doing some work on Nicholas recently, they were not permitted to put truck traffic on the Vanier Parkway. The situation for this project differs in that Highway 417 is closed and traffic can't be sent further west to another interchange.

MRC

TAC7.9 There was some discussion concerning the cost sharing agreement for the City bridges. It is the City's position that the waterproofing and the pavement above it is MTO's cost and any repairs to the structure itself are the City's cost. The widening of the structure as it is triggered by the roadway widening would appear to be an MTO cost. If monies are needed in 2013 the funds need to be set up in 2012. The MTO and the City require discussions to confirm the cost sharing agreements.

MTO/City

TAC7.10 The City noted that they have plans to repair OC 174 in the very near future and requested they be provided drawings of the proposed design east of the 174/417 split. The EA for the widening of 174 has also been approved but a consultant has not been assigned. *A meeting is to be held after this TAC meeting to review the City's EA on OC 174 and the repairs to be completed next year. The City stated that the repairs to 174 from the split to Blair are scheduled for 2012 and from Blair to Montreal Road in 2013. Post meeting note: A drawing of the development was provided to the City at the 2nd meeting*

MRC

TAC7.12 The City requested that the line painting configuration for the Vanier Parkway be altered slightly to provide a slightly wider cycle lane. The

PROCEEDINGS:

**ACTION
BY:**

City is to provide a marked up drawing. *MRC will revise the line painting but the crown in the bridge will remain unaltered*

TAC8.2

Watermain

MRC noted that the location of the watermain at the SW corner of Hurdman bridge has shifted slightly closer to the centreline of the highway thereby increasing the conflict with the proposed footing. At the abutment face the clearance to the footing is 870 mm from the outside of the pipe. MRC noted that there are 4 options really available:

1. Move the watermain
2. Have the footing span over the watermain with a structural element.
3. Concrete encase the watermain
4. Provide protection in the form of shoring to separate the footing construction.

MRC suggested that concrete encasing the watermain in the affected area seemed like the most logical solution. The City and CH2MHILL to review as part of their risk review.

MRC to provide a more detailed drawing as soon as possible

MRC

MRC provided the City with up to date section for the watermain in the Belfast Road area based on TSB latest test holes which were completed between the existing valve chambers. Some vertical elevations were revised but overall the changes were minor. MRC’s design with the use of a Durisol type retaining has remained unchanged.

There was some discussion as to how the City would access the manholes behind the retaining wall sections which are now much higher than the existing concrete barrier. The City was going to review the type of equipment they need to get to the valve chamber location such that MRC can review access provisions.

City/MRC

TAC 8.3

MTO Risk Registry

MRC has prepared a risk registry for this project. MRC noted only those risks that pertain to the City as follows:

- Priority 1 watermain protection and monitoring. Mitigate impacts by pressure reductions within certain periods when work is being completed.
- Priority 6 Contaminated materials will be managed within the MTO right of way or through a third party licenced for the disposal.

PROCEEDINGS:

**ACTION
BY:**

- Priority 8 Community objections will be dealt with at the PIC and address concerns per the consultative process.
- Priority 10 Enbridge gas relocation at Hurdman is anticipated to be completed by spring 2012. Approvals with City Departments for borehole requirements have been an issue. The City questioned how Enbridge is not having any issues with environmental approvals and why the City can't bore under the river in a similar fashion. MRC and MTO had no comment on this as it has always been the City's position that any watermain relocation in the river crossing area would get tied up in environmental approvals. The City can review this concept as part of their risk analysis.
- Priority 18 The Vanier Parkway grade raise will need to be done in stages in advance of the rapid lift. Traffic will be reduced to a single lane in each direction. The public may have comments on these closures.
- Priority 21 The tunnel crossing the highway at Michael Street needs to be identified well in the contract and sufficient details provided to fill the tunnel with unshrinkable fill.
- Priority 24 There may be an opportunity to schedule removal of the Belfast structure with OLRT work occurring in this area.

MTO noted that to mitigate the risk associated with the construction of the footings in the river and the associated fishing timing issues, MTO has decided to tender a separate contract for the construction of the piers to commence in July 2012 to be completed by the fall of 2012. The City pointed out if there are any impacts on the watermain where the pressure needs to be reduced, the timing window (October – May 1) for this reduction in pressure must be taken into consideration.

TAC 8.4 PIC Materials

MTO indicated that the Public Involvement Centre has been delayed until later in January 2012. MRC indicated that the following displays are anticipated:

- Existing conditions for environment and traffic
- Ultimate construction during bus operation
- Ultimate operation after removal of buses
- Staging drawings
- Ramp closures
- Traffic diversions for Rapid Replacements

It was indicated that the City must determine or co-ordinate what they

City

PROCEEDINGS:

**ACTION
BY:**

wish to show at the PIC

TAC8.5 Utility Relocation Updates

- Enbridge is proceeding with their relocation design at Hurdman and anticipate relocation to be complete by march 2012
- MRC is co-ordinating with Prestige for the Bell relocation requirements. Hydro ducts to be provided as previously indicated by Hydro Ottawa
- Hydro and Bell are both trying to establish a relocation strategy at Belfast which suits both the MTO work and that of the OLRT project. Hydro is looking a horizontal bore west of Belfast for both their lines which are located in the bridge with an aerial line on the east side. Their work to be completed by the fall of 2012
- MRC recently met with Bell who will be constructing a temporary aerial crossing east of the Belfast and will return to ducts in the structure at the end of the MTO construction. Bell will be complete their aerial work by the fall of 2012.
- The City made note that any underground installation must take into consideration their watermains.
-

TAC8.6 Traffic Staging Updates- Rapid Lifts

- For the Belfast structure EB traffic will get off at Vanier and use Tremblay Road and return to the highway via the S-E ramp at St. Laurent. WB traffic excluding trucks will use the Aviation Parkway/Ogilvie/Coventry to return to the highway via the N-W ramp at the Vanier interchange. Trucks will be directed to exit at Innes and proceed via St. Laurent/Ogilvie/Coventry and the N-W ramp at Vanier interchange. NCC requested the truck roué be indicated
- For the Vanier Parkway bridge, both directions will utilize the existing off ramps and return to the highway via the N-W and S-E ramps. All traffic is thereby contained within the interchange.
- Lee avenue detour configurations have noted changed from those previously presented. **Post Meeting Note: The previous configuration had a long route for trucks destined to Quebec which MRC are presently reviewing and attempting to shorten by allowing trucks to exit at Nicholas.**

TAC8.7 Hurdman Bikes Paths

MRC presented two plans detailing the proposed bike path configurations at the Hurdman bridge for both the final and interim condition.

PROCEEDINGS:

**ACTION
BY:**

On both sides of the river temporary relocation towards the river is required to provide a working area at the abutment. The temporary location on the west side outside the limits of the new abutment matches the configuration of the final relocation. On the east side the temporary location ties into the existing path beyond the limits of the abutment work.

On the west side, the geometry of the new path has been designed to maintain/improve visibility and geometrics by extending the path further to the south and using a horizontal curve to connect back to the existing path. The increased length was also required to provide a maximum 5% grade. Within the limits of the structure, the path remains at its original location.

MRC noted that some conflict points exists within the contractors staging area and that they will need to be managed accordingly by providing sufficient detail and specifications within the contract package.

MRC

NCC requested a copy of the bike path drawings. A copy was provided to the City at the meeting

TAC8.8 Schedule

MRC are still proceeding on delivering a contact package to MTO by June 26, 2012. The advanced pier contract at Hurdman will start work after the fisheries window in the summer of 2012.

MRC confirmed to the City that the contractor will have access to the site in October 2012. The City is planning to restore 174 from the split easterly to Blair in 2012 and will likely be working in this area at that time. It is unlikely the contractor will be working in this area at that time and it may be possible to provide separation between the contracts. The City can also schedule the work in this area to be completed early on in the contract to eliminate the constructor issue.

TAC8.9 NCC Business

MRC confirmed that there would be no truck traffic on the aviation parkway as a result of the Rapid Bridge Replacements.

MTO confirmed that the Licences of occupation are required by the start

PROCEEDINGS:

**ACTION
BY:**

of June 2012 .

There was some discussion concerning contractor access to the Hurdman staging area on the east side of the river. There are two options available:

1. Via the Hurdman station along the existing bike path alignment.
2. From the W-N/S off ramp at the Vanier Interchange.

MRC feels that Option 2 is the preferred option and it would involve the clearing of the existing vegetation along the fence/property line for a width in the order of 10 m to provide an access road to a point where an existing pathway/ gravel roadway can be utilized. NCC noted they have an overall restoration plan for various NCC properties throughout the City and the site at the river on the SE quadrant is one of the locations being reviewed. NCC to review further internally to establish what is being done and how it relates to the MTO plans/requests for property access. MRC noted that they will be completing an assessment of the existing vegetation on all NCC properties related to this project.

MRC

TAC 8.10 Next meeting was not scheduled and will be confirmed by MRC.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

S. Regel, P. Eng., Hwy Design
Manger

cc: list all attending, TAC Team



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Website: www.mrc.ca

NOTES OF MEETING

ATTENDEES: Dave Lindensmith, P.Eng., Senior Project Engineer, MTO
Kevin Ogilvie, Environmental Planner, MTO
David Malkin, Senior Land Use Planner, NCC
Marta McDermott, Architect, NCC
Julie Mulligan, Project Landscape Architect, NCC
Manny Goetz, Project Manager, MRC
Shannon Baker, Senior Landscape Architect, Ecoplans

PLACE: NCC Office, 40 Rue Elgin St., Suite 202, Rm 422

DATE: December 2, 2011 10:00 AM

OUR FILE: 3411003-7.2

SUBJECT: **Highway 417 CSD Elements**

PURPOSE: To review the progress on the project with respect to CSD elements and identify any issues which require resolution.

PROCEEDINGS:

ACTION BY:

NCC 1.0 Following introductions, Manny Goetz provided a summary of project progress to date. He noted that 60% drawings were recently submitted to the MTO, and that the project was continuing to progress on the anticipated schedule.

NCC 1.1 **Landscape Plan**

The overall landscape plan for the corridor was reviewed following the project progress update. Shannon Baker noted that many of the CSD elements are not reflected on the plan per se, and will be in the construction details. The planting plans for the corridor were reviewed, and it was noted that due to constraints within the right-of-way, as well as construction staging and phasing, enhancement planting is being focussed in several concentrated areas. While discussing buffer plantings, it was noted by the NCC that the shrub thicket that was planted adjacent to the BRT line has become overgrown, and that it is more desirable to replant with trees with longer life spans subject to the

PROCEEDINGS:

**ACTION
BY:**

location of the watermain. Shannon also noted that many of the SWM areas will be dry ponds, and therefore will be meadow for the most part. The high mast and hybrid light poles were also discussed, and the patterning of the light standard locations in the interchanges was discussed. It was noted that there would be some light spillage at the interchange, where property is constrained. MTO asked if NCC had any concerns with adjacent property, or could foresee any future issues. It was agreed that all mitigative measures had been taken under the circumstances, and that the light pole locations were acceptable.

NCC 1.2 CSD Elements

Following a general discussion about the CSD Concept, individual elements were discussed in detail.

NCC 1.2.1 Structural Elements

Shannon presented the rendering of the proposed design for the structures including the fluted pilaster, granite maple leaf emblem and street/neighbourhood name plate. She noted that the fluting had been significantly reduced from the previous version based on the CSD concept, and Manny Goetz noted that this was as a result of not only aesthetic consideration, but also vehicular clearances.

Marta McDermott noted that she felt the pilaster fluting was still too much, and that the design should be further simplified. Following discussion it was agreed that a rendering would be done showing one tier rather than two.

Ecoplans

NCC 1.2.2 Name plate

The street/neighbourhood nameplate was then discussed. Shannon noted that the sign panel is proposed to be weathering steel, which would tie the element into the structure, which has weathering steel girders. The lettering for the signs was discussed, and it was noted that the panels are not wayfinding or traffic signs, and as such, do not need to conform to the MTO's traffic signage policies. Lettering was discussed, including the stacking of fonts for the Ch. and Rd. portions of the sign. It was agreed that a graphic design approach should be taken with the panel, ensuring readability and aesthetic appeal.

Ecoplans

NCC 1.2.3 Maple Leaf

The maple leaf emblem was then discussed. It was explained that Julie Mulligan had noted that the NCC could donate some the Rideau Red granite currently stockpiled for the emblems. It was agreed that following finalisation of the design, the quantity and dimensions of the

PROCEEDINGS:

**ACTION
BY:**

stockpiled granite would need to be verified to ensure that the same material could be used throughout the contract.

A sample of the Rideau Red granite was reviewed by all attendees, and it was agreed that the granite would tie in to the weathering steel elements on the structure, and provide a strong decorative element. The form of the leaf emblem itself was also reviewed, and David Malkin inquired regarding alternative designs, and whether or not they had been explored. Shannon noted that they had looked at a design that referenced the decorative light pole arm, but had rejected it as being too busy. It was agreed that the current design was the appropriate one, and that slight tweaking only was necessary to ensure the maple leaf was unique, and not referencing the Canadian flag. The NCC noted that they like the material, and the relief suggested on the granite maple leaves.

NCC 1.2.4 Decorative Light Band

Following that, the decorative arm band on the light poles was reviewed. Shannon noted that the arms would be cast metal, and then powdercoated to achieve depth and relief. The patterning of the arm bands was discussed, as well as options for staggering them on every other light pole, every fourth pole, or intensifying them as they got closer to the capital gateway area. It was agreed by all that further study on the frequency was needed in order to determine appropriate application.

Ecoplans

NCC 1.2.5 Material Samples

Samples of materials were discussed, and it was agreed that Ecoplans/MRC/MTO would try to obtain a sample of weathering steel, as well as the powdercoat finish for the decorative arm band so that they could be co-ordinated with each other, and other elements such as the noise walls.

NCC 1.3 Noise Walls

The noise wall options were then presented, and it was noted that for safety reasons, the support posts will not be clad in a decorative cover on the highway side. It can still be clad in a decorative cover on the municipal side.

The colour samples were considered, as well as potential locations of wall elements, and patterning. The NCC recommended that a variation in the colour and patterning be explored, and it was agreed that this was a good approach.

Ecoplans

PROCEEDINGS:

**ACTION
BY:**

NCC 1.4 The meeting adjourned at noon.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 905-823-4988.

Notes prepared by,

Ecoplans Limited



S. Baker, OALA, CSLA
Senior Landscape Architect

cc: list all attending



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Website: www.mrc.ca

NOTES OF MEETING

PROJECT: GWP 4091-07-00 Hwy 417 Nicholas to Vanier Parkway Widening
GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 9

FILE NO.: 3411003-7.5 Municipal Meetings

DATE: December 22, 2011 **TIME:** 9:30 p.m. – 11:30 a.m.

PLACE: MRC 1145 Hunt Club Road 3rd Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk(a)	Planning & Design – Area Engineer Ottawa
Dave Lindensmith	Planning & Design – Senior Project Engineer
Kevin Ogilvie	Environmental Planner
Lloyd Pacheco(a)	Senior Designer

MRC/MMM Project Team

Manny Goetz	MRC Project Manager
Steve Regel	MRC Assistant Project/ Design Manager
Tim Dickinson	MMM- Environmental Planner
Peter Steacy (a)	MRC
Jonathan Loshman(a)	MMM
Helen Gault (a)	MRC

City of Ottawa

Fern Marcuccio(a)	Environmental Services Department
Steve Dover	Project Manager Distribution
Birgitte Alting-Mees	Senior Engineer watermain Renewal
Sandra Ward (a)	Water Distribution
Peter McKay (a)	Engineering Infrastructure Assessment & Programme Development)
Angela Taylor	Senior Project Engineer
Robert Grimwood	Senior Project Manager Sustainable Transportation

Robin Bennett (a)	Trans. Strategic Plng.
Stuart Edison(a)	Traffic Control Engineer
Greg Sergeant (a)	Prog. Manager Signal Design & Installation
Jack Zhao	Programme Manager Infrastructure Assessment - Transportation Assets
Sajjadul Haque(a)	Infra. Struct. Assessment Engineer
Greg Kent (a)	OLRT
Gil Tait(a)	City of Ottawa
Curtis Rampersad	Prg. Mgr. Infr.Asst-Wtr Resources Assests
Doug Rathwell	Eng Infra Assmt & Prg Dev (Rdway Rehab)
Rick Zarzosa (a)	Prg Mgr transit Flow & Reliability
Frank McKinney(a)	Prg Mgr Trans-Plang- Env Assessments
Pat Lewis (a)	Infrastructure Services
Linda Carkner (a)	Prg Mgr Right of Way Info& Approvals
Shelly McDonald(t)	Project Manager Water Distribution
Ishtiaque Tunio	Senior Engineer Light Rail Projects
Jeff Waara (a)	Project Manager-174 Rehabilitation Work
Paul Beede (a)	OLRT/CTP
Ted Donaldson(a)	OLRT/CTP
Heather Sanders(a)	Programme Manager Transit Route Planning
Julie Mulligan (a)	NCC
David Malkin	NCC
Marta McDermott(a)	Architect Design and Land Use-Capital Planning Branch
Juan Galindez	NCC
Brian Graham	CH2MHILL

(a) Absent
(t) Attended by teleconference

PURPOSE:

To review and update the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review progress to date on some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

TAC 9.1 Action items of the previous notes were reviewed as follows:

TAC 1.7 The City noted that the temporary measures for the DOTT/LRT work do not match what is shown as a final configuration at these locations in the MTO EA/ Preliminary design. MTO has received EA approval for the final configuration and if the temporary measures were to be left in place, EA approval would be required for these measures by the City. The City will follow up on the status of the EA approval for this LRT work.

Greg Kent/
Heather
Sanders

TAC 3.9 **Structural Inspection Reports**

MRC indicated that they are in the process of completing the Structural design Reports for the East Transitway and the SE Transitway structures and will forward copies to Jack Zhao Programme Manager Infrastructure Assessment – Transportation Assets when they are completed. MRC forwarded a copy by e- mail of the East Transitway at the start of the meeting .S.E Transitway report to follow. The City indicated that comments went back to MRC but the Structural Inspection Reports are still outstanding. *To be pursued with MRC structural department. MRC structural have responded to the City and will be providing copies in the new year.*

TAC 4.4 MRC presented a number of 11x17 drawings which outlined the preliminary geometry for ramp and intersection modifications. These drawings have been appended to these notes.

- For the west bound off ramp at Vanier an additional lane was added to the south side of the existing ramp. There will be provision for two left turn lanes and a bus lane adjacent the island on the north side. The City noted that the design will need to consider the location of the detector loops in relation to the bus stop. The requirement for the buses to turn south bound was discussed. OC Transpo is to confirm if this movement is required. MRC indicated that based on their most recent work for the OLRT revisions, the number of buses turning south from the west bound off ramp will be reduced and this movement may not be required. There is not room at this location for a triple left turn and the left turn can't be pre-empted as it will be combined with a through movement.

Heather
Sanders

TAC 6.4 **Traffic Management and Staging
Update Rapid Lifts**

PROCEEDINGS:

**ACTION
BY:**

The staging area for the Belfast structure has been revised to MTO property at the corner of St. Laurent boulevard and Triole Street. The staging area will be close to St. Laurent Boulevard. The bridge will be transported up the existing W- N/S ramp to the highway. This will require police presence to close St. Laurent at the signalized intersection as well as the removal/adjustment of traffic poles and various utilities. MRC noted that the detour route for the Belfast structure utilizes Tremblay Road and puts the traffic back on the highway via the S-E ramp at St. Laurent. Ramp traffic during the 17 hour closure will be interrupted for 10 minutes while the bridge is transported across the ramp. Signals will be out of Service and police will be used to direct traffic during this short duration. The City requested details be sent to Phil Landry of the Signals Branch

MRC

TAC 7.2 The City questioned whether consideration could be given to include two watermain sleeves to be installed across the highway for future watermain crossings. MRC indicated that this could be accommodated as long as the information is received by March 15, 2012. The City will confirm if crossings are required and their location.

City

MTO confirmed that the additional borehole at the river has been completed and the information will be passed on when received. Boreholes for the section at Belfast to be completed next week.

TAC7.3 **OLRT Updates**
MRC has completed their study for the City and the following provides a summary of the finding:

-
- MRC briefly reviewed the modifications being done at Labelle and Lemieux and Lemieux and St. Laurent

MRC

NCC requested to be provided details of the expected traffic flows to be using the Aviation Parkway.

TAC7.5 **PIC Material sand Timing**
The PIC date is confirmed for November 24, 2011 at the Hampton Inn on Coventry .An agency session is to be held from 3:00p.m.-4:00p.m. with public attendance after this until 8:00 p.m.

Boards will be displayed which provide the following information:

- Background Information
- EA process
- Existing Conditions for infrastructure, environment and traffic

PROCEEDINGS:

**ACTION
BY:**

- Construction staging
- Proposed Improvements
- Interim bus operations
- Rapid bridge replacement details and proposed detours

MTO has yet to confirm if a presentation at the start of the PIC is required. *MTO advised that the policy has not been changed. A presentation will be required.*

TAC7.6 Context Sensitive Design

MRC provided some handouts of the proposed lighting schemes for Vanier Parkway and St. Laurent Boulevard. NCC was most interested in the illumination at Vanier and Nicholas which uses high mast poles and wanted to see some sort of review done to justify the proposed design from a context sensitive design point of view. There was also discussion concerning the type of luminaires to be utilized and their specific properties with respect to temperature range and color rendering index. NCC felt that a luminaire with a higher temperature range should be used. MRC electrical to review further. *MRC electrical identified colour temperatures (expressed in Degrees Kelvin) of common light sources are as follows:*

<i>High Pressure Sodium</i>	<i>1900 – 2200 K</i>
<i>Incandescent</i>	<i>2600 – 3000 K</i>
<i>Metal Halide</i>	<i>3000 – 4100 K</i>
<i>LED</i>	<i>4300 – 6500 K (higher temps not recommended)</i>

We are using high pressure sodium on the Hwy 417 project.

TAC7.8 Traffic Staging- Rapid Replacements

MTO stated they have scheduled a presentation to MTO Senior Management next week and questioned the attending whether anyone had any major issues with the staging concepts that have been presented to date and the required ramp impacts and proposed closures of Lees Avenue, the E/W to Hwy 417 WB ramp at Lees and the N-W ramp at Vanier. The City did not have any major concerns. It was noted that some of the detours for the rapid lifts require the use of the Aviation Parkway for truck traffic. NCC requested that the details be sent to them

PROCEEDINGS:

**ACTION
BY:**

for internal review. *Details were sent to MTO and will be discussed as a new agenda item*

The City noted that when they were doing some work on Nicholas recently, they were not permitted to put truck traffic on the Vanier Parkway. The situation for this project differs in that Highway 417 is closed and traffic can't be sent further west to another interchange.

MRC

TAC7.9 There was some discussion concerning the cost sharing agreement for the City bridges. It is the City's position that the waterproofing and the pavement above it is MTO's cost and any repairs to the structure itself are the City's cost. The widening of the structure as it is triggered by the roadway widening would appear to be an MTO cost. If monies are needed in 2013 the funds need to be set up in 2012. The MTO and the City require discussions to confirm the cost sharing agreements.

MTO/City

TAC7.10 The City noted that they have plans to repair OC 174 in the very near future and requested they be provided drawings of the proposed design east of the 174/417 split. The EA for the widening of 174 has also been approved but a consultant has not been assigned. *A meeting is to be held after this TAC meeting to review the City's EA on OC 174 and the repairs to be completed next year. The City stated that the repairs to 174 from the split to Blair are scheduled for 2012 and from Blair to Montreal Road in 2013. Post meeting note: A drawing of the development was provided to the City at the 2nd meeting.*

The City identified that based on the City's upcoming EA for OC 174 and the Hwy 417 construction they are reviewing a holding strategy which would include milling and paving at regular intervals to maintain the roadway until the EA is complete and the improvements could be constructed as part of one contract package.

TAC8.2 **Watermain**

MRC noted that the location of the watermain at the SW corner of Hurdman bridge has shifted slightly closer to the centreline of the highway thereby increasing the conflict with the proposed footing. At the abutment face the clearance to the footing is 870 mm from the outside of the pipe. MRC noted that there are 4 options really available:

1. Move the watermain
2. Have the footing span over the watermain with a structural element.
3. Concrete encase the watermain

PROCEEDINGS:

**ACTION
BY:**

- 4. Provide protection in the form of shoring to separate the footing construction.

MRC suggested that concrete encasing the watermain in the affected area seemed like the most logical solution. The City and CH2MHILL to review as part of their risk review.

MRC to provide a more detailed drawing as soon as possible. *The detailed drawings for the work at the west abutment at the Hurdman bridge and the advanced pier construction work were presented at a meeting with the City on December 15, 2011.*

MRC provided the City with up to date section for the watermain in the Belfast Road area based on TSB latest test holes which were completed between the existing valve chambers. Some vertical elevations were revised but overall the changes were minor. MRC’s design with the use of a Durisol type retaining has remained unchanged.

There was some discussion as to how the City would access the manholes behind the retaining wall sections which are now much higher than the existing concrete barrier. The City was going to review the type of equipment they need to get to the valve chamber location such that MRC can review access provisions.

City/MRC

TAC 8.4 PIC Materials

MTO indicated that the Public Involvement Centre has been delayed until later in January 2012. MRC indicated that the following displays are anticipated:

- Existing conditions for environment and traffic
- Ultimate construction during bus operation
- Ultimate operation after removal of buses
- Staging drawings
- Ramp closures
- Traffic diversions for Rapid Replacements

It was indicated that the City must determine or co-ordinate what they wish to show at the PIC

City

TAC8.6 Traffic Staging Updates- Rapid Lifts

- For the Belfast structure EB traffic will get off at Vanier and use Tremblay Road and return to the highway via the S-E ramp at St. Laurent. WB traffic excluding trucks will use the Aviation Parkway/Ogilvie/Coventry to return to the highway via the N-W ramp at the Vanier interchange. Trucks will be directed to exit at

PROCEEDINGS:

**ACTION
BY:**

Innes and proceed via St. Laurent/Ogilvie/Coventry and the N-W ramp at Vanier interchange. NCC requested the truck route be indicated

- For the Vanier Parkway bridge, both directions will utilize the existing off ramps and return to the highway via the N-W and S-E ramps. All traffic is thereby contained within the interchange.
- Lee avenue detour configurations have noted changed from those previously presented. *Post Meeting Note: The previous configuration had a long route for trucks destined to Quebec which MRC are presently reviewing and attempting to shorten by allowing trucks to exit at Nicholas.*

MRC

TAC8.7 Hurdman Bikes Paths

MRC presented two plans detailing the proposed bike path configurations at the Hurdman bridge for both the final and interim condition.

On both sides of the river temporary relocation towards the river is required to provide a working area at the abutment. The temporary location on the west side outside the limits of the new abutment matches the configuration of the final relocation. On the east side the temporary location ties into the existing path beyond the limits of the abutment work.

On the west side, the geometry of the new path has been designed to maintain/improve visibility and geometrics by extending the path further to the south and using a horizontal curve to connect back to the existing path. The increased length was also required to provide a maximum 5% grade. Within the limits of the structure, the path remains at its original location.

MRC noted that some conflict points exist within the contractors staging area and that they will need to be managed accordingly by providing sufficient detail and specifications within the contract package.

NCC requested a copy of the bike path drawings. *A copy was provided to the City at the meeting*

TAC8.8 Schedule

MRC are still proceeding on delivering a contract package to MTO by June 26, 2012. The advanced pier contract at Hurdman will start work

PROCEEDINGS:

**ACTION
BY:**

after the fisheries window in the summer of 2012.

MRC confirmed to the City that the contractor will have access to the site in October 2012. The City is planning to restore 174 from the split easterly to Blair in 2012 and will likely be working in this area at that time. It is unlikely the contractor will be working in this area at that time and it may be possible to provide separation between the contracts. The City can also schedule the work in this area to be completed early on in the contract to eliminate the constructor issue. *The City identified that based on the City's upcoming EA for OC 174 and the Hwy 417 construction they are reviewing a holding strategy which would include milling and paving at regular intervals to maintain the roadway until the EA is complete and the improvements could be constructed as part of one contract package.*

TAC8.9 NCC Business

MRC confirmed that there would be no truck traffic on the aviation parkway as a result of the Rapid Bridge Replacements.

MTO confirmed that the Licences of occupation are required by the start of June 2012 .

There was some discussion concerning contractor access to the Hurdman staging area on the east side of the river. There are two options available:

1. Via the Hurdman station along the existing bike path alignment.
2. From the W-N/S off ramp at the Vanier Interchange.

MRC feels that Option 2 is the preferred option and it would involve the clearing of the existing vegetation along the fence/property line for a width in the order of 10 m to provide an access road to a point where an existing pathway/ gravel roadway can be utilized. NCC noted they have an overall restoration plan for various NCC properties throughout the City and the site at the river on the SE quadrant is one of the locations being reviewed. NCC to review further internally to establish what is being done and how it relates to the MTO plans/requests for property access. MRC noted that they will be completing an assessment of the existing vegetation on all NCC properties related to this project. *The assessment has been completed and the report is being prepared.*

The Ministry needs to initiate an advanced clearing contract to take place prior to April 1, 2012 to avoid any conflict with the migratory

PROCEEDINGS:

**ACTION
BY:**

birds window. After April 1, 2012 all treed areas identified for removal would have to be inspected by an avian biologist to determine if there are any active nests. If so then the trees would have to be protected until the nests are inactive. MTO will have to get all necessary information to NCC to allow NCC to expedite the issuing of the "License of Occupation".

MRC/MTO

TAC 9.2 A clarification of the November 24, 2011 notes was identified by the City as follows:

TAC Item 8.2 please note that City Staff consider that concrete encasement is not a viable/sustainable option from an operation perspective. The concern is that should we have a failure at this location before the main is relocated, dealing with the break will be significantly more difficult. We would recommend that you fully explore your cantilever option. It is not clear why protection is being presented as an option as this does not address operational needs. Protection is needed to mitigate impacts during construction.

TAC Item 8.8 Schedule, the Notes of Meeting does not reflect the City's expressed concern about working near the watermain during max day condition (May 1 to October 1). This is a serious concern for us and should be also for you as we would need to continue operating the system to provide summer demands making your work very risky given the proximity of the main to your work area. Should there be a failure, we would have to implement an outdoor water ban for which Council may not have an appetite for given the Woodroffe watermain renewal experience earlier this year. This concern was expressed before and is reflected in your October 26th Notes of Meeting. Please ensure that your November Notes also reflect this concern.

TAC 9.3 MRC presented the current issues related to the watermain specifically associated with the Hurdman Bridge Rehabilitation to all the members of the TAC. There will be two contracts which will impact the watermain at the bridge. Contract 1 which is scheduled for start in mid-June 2012 and Contract 2 which is scheduled to start in mid-October 2012.

Contract 1 involves the construction of the pier extensions for the eight existing piers (four per side). The pier extensions on the north side have no impact on the watermain. A causeway will be constructed to access the piers. The causeway and/or the construction will physically impact

PROCEEDINGS:

**ACTION
BY:**

the concrete encased watermain. The construction schedule will impact the watermain because of the requirement from the City that the watermain work on the westerly piers occur after October 1, 2012. MRC have presented an option to place either a steel plate over the concrete encased watermain trench or use a low height culvert to physically protect the watermain. The timing issue will require that the construction window for the westerly two piers be altered to respect the October 1, 2012 constraint. MRC are reviewing whether the causeway can be retained from the east and extended to do the work on the last two piers or whether the causeway is removed when the two easterly piers are completed and a new causeway is constructed from the west side. This approach reduces significantly the risk of any flooding due to the having the full causeway in the water at that time of the year. MRC to provide the City with a copy of the memo and further information on the schedule.

MRC

MRC

The use of the causeway from the west side will require access to the west approach though the University of Ottawa property and implementation of the temporary limited interest a month sooner than currently anticipated for Contract 2. This may conflict with the U of O completion of the sports field. This is under discussion with the U of O by MTO.

MTO

MRC

The contractor will have to cross the watermain to get from the staging area to the bridge site. A protection scheme will be proposed for these crossings.

Contract 2 will impact the watermain at the west abutment. There is a physical conflict. MRC have proposed a cantilevered abutment and wing wall to physically avoid the watermain. A protection system will still be required during construction. It is anticipated that the protection system will be similar to the system provided at the Carling EB bridge work competed earlier in 2011. Even the protection system will require disturbance of the fill material above the watermain by either a reduction in the fill or an increase of the fill to the west of the bridge and potentially at other locations where the highway widening is over the watermain (additional cross sections beyond the bridge will be provide to the City). The City will provide some guidelines for the impacts of adding or removing fill from the watermain.

MRC
CITY

MRC/MTO

MTO has initiated a study to determine the vibration readings on watermain from the current traffic at key locations along the watermain where construction is anticipated. MTO will provide the results to the

PROCEEDINGS:

**ACTION
BY:**

City. The results will be used to establish vibration limits during construction.

- TAC 9.4 MRC updated TAC on construction staging and traffic impacts. MTO developed a ramp arrangement for the N-W Vanier on ramp to Hwy 417 that would allow the ramp to remain open for most of the three year construction duration with short duration closures for the construction of the temporary works required to keep the ramp open. The proposal reduces the design speed of the on ramps from 100kph to 90kph. The ramp operation will be changed between Stage 1 and 2. The ramp will have to be modified to construct the alignment and profile for the Stage 1 operation. This construction will close the ramp at the start of Stage 1. The changes required for Stage 2 can be constructed during Stage 1 but additional work will be required at the start of Stage 2 which means the ramp will be closed. The ramp will be closed again to establish the final configuration. The individual staging will be included in the contract package.

It has been decided to use Quick Movable Barriers (QMB) to help provide additional construction area for the contractor during both Stage 1 and 2. The QMB will be coupled with changes to the closure requirements on Hwy 417 to expand the contractor's daily construction window.

- TAC 9.5 MRC have reviewed the cyclist and pedestrian conflicts at the west abutment of the Hurdman bridge and the adjacent construction staging area for the contractor. To separate the two groups MRC are proposing that the pathway from the north proceed under the Hurdman bridge, under the NCC pedestrian bridge and proceed southerly on a temporary or final alignment behind the University of Ottawa sports field. This alignment is already on the City of Ottawa bike plan for future implementation. This needs to be expedited to provide a safer work area. The pedestrians and cyclists crossing the pedestrian bridge to and from the east will also be directed to the south where they would tie into the temporary pathway. The geometry will be below standard given the available space and the construction activities. MRC will provide an up to date plan of the proposal.

A meeting between the City, MTO/MRC and U of O is required to obtain commitment from all parties to the proposal and then the funding will have to be put in place.

ALL

PROCEEDINGS:

**ACTION
BY:**

TAC 9.6 MRC/MMM presented an update on the environmental requirements for the project. The PIC has been scheduled for February 7, 2012 at the Hampton Inn on Coventry Road at Vanier Parkway. Notices for the PIC will be placed in the Citizen and Le Droit daily papers a minimum of one week in advance of the PIC.

A NO HADD determination has been made and the appropriate documentation will be provided to DFO for both the advanced pier contract and the overall contract for the Hurdman bridge. This information will be provided to NCC.

A vegetation survey of the staging areas and the access to the staging areas on NCC property has been completed and the report is being prepared. In summary there are approximately 100 trees, non-native trees. A restoration plan will be prepared at a 2 to 1 ratio as discussed with NCC. The clearing and/or grubbing will be managed per standard MTO practices.

TAC 9.7 Next meeting is scheduled for January 12, 2012 from 1:30 to 3:30. A meeting change notice was issued January 2, 2012 for this meeting. The following meetings were identified with a meeting request last December. If you did not receive the requests let MRC know.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

M. Goetz, P. Eng.,
Project Manger

cc: list all attending, TAC Team

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**McCORMICK RANKIN
CORPORATION**

A member of  **MMM GROUP**

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E-mail: mrc-ottawa@mrc.ca
Website: www.mrc.ca

NOTES OF MEETING

PROJECT: GWP 4091-07-00 Hwy 417 Nicholas to Vanier Parkway Widening
GWP 4320-06-00 Hwy 417 Vanier Parkway to OC 174 Widening
WP 4068-10-00 Parkdale Interchange Operational Improvements

MEETING NO: TAC No. 10

FILE NO.: 3411003-7.5 Municipal Meetings

DATE: January 12, 2012 **TIME:** 1:30 p.m. – 3:30 p.m.

PLACE: MRC 1145 Hunt Club Road 3rd Floor Boardroom

PRESENT: Ministry Of Transportation

Phil Pawliuk	Planning & Design – Area Engineer Ottawa
Dave Lindensmith	Planning & Design – Senior Project Engineer
Kevin Ogilvie	Environmental Planner
Lloyd Pacheco(a)	Senior Designer

MRC/MMM Project Team

Manny Goetz	MRC Project Manager
Steve Regel(a)	MRC Assistant Project/ Design Manager
Darren Pascoe	Senior Project Engineer
Tim Dickinson	MMM- Environmental Planner
Peter Steacy (a)	MRC
Jonathan Loshman(part)	MMM
Helen Gault (a)	MRC

City of Ottawa

Fern Marcuccio(a)	Environmental Services Department
Steve Dover	Project Manager Distribution
Birgitte Alting-Mees	Senior Engineer watermain Renewal
Sandra Ward (a)	Water Distribution
Peter McKay (a)	Engineering Infrastructure Assessment & Programme Development)
Angela Taylor (a)	Senior Project Engineer
Robert Grimwood	Senior Project Manager Sustainable

Robin Bennett (a)	Transportation Trans. Strategic Plng.
Stuart Edison(a)	Traffic Control Engineer
Greg Sergeant	Prog. Manager Signal Design & Installation
Jack Zhao	Senior Engineer – Structure Renewal, AMB
Sajjadul Haque(a)	Infra. Struct. Assessment Engineer
Greg Kent	OLRT
Gil Tait(a)	City of Ottawa
Curtis Rampersad	Prg. Mgr. Infr.Asst-Wtr Resources Assests
Doug Rathwell(a)	Eng Infra Assmt & Prg Dev (Rdway Rehab)
Rick Zarzosa (a)	Prg Mgr transit Flow & Reliability
Frank McKinney(a)	Prg Mgr Trans-Plang- Env Assessments
Pat Lewis (a)	Infrastructure Services
Linda Carkner (a)	Prg Mgr Right of Way Info& Approvals
Shelly McDonald(a)	Project Manager Water Distribution
Ishtiaque Tunio	Senior Engineer Light Rail Projects
Jeff Waara (a)	Project Manager-174 Rehabilitation Work
Paul Beede	OLRT/CTP
Ted Donaldson(a)	OLRT/CTP
Heather Sanders(a)	Programme Manager Transit Route Planning
Julie Mulligan	NCC
David Malkin	NCC
Marta McDermott(a)	Architect Design and Land Use-Capital Planning Branch
Juan Galindez	NCC
Brian Graham	CH2MHILL

Ottawa Hydro

Casey Malone	HOL – Distribution Policies & Standards
Carl Proulx	HOL – LRT Tech Advisor

- (a) Absent
- (t) Attended by teleconference

PURPOSE: To review and update the general scope of the work and make City staff aware of the co-ordination that will be required to complete this project and to review progress to date on some of the design issues.

PROCEEDINGS:

**ACTION
BY:**

TAC 10.1 Action items of the previous notes were reviewed as follows:

TAC 1.7 The City noted that the temporary measures for the DOTT/LRT work do not match what is shown as a final configuration at these locations in the MTO EA/ Preliminary design. MTO has received EA approval for the final configuration and if the temporary measures were to be left in place, EA approval would be required for these measures by the City. The City will follow up on the status of the EA approval for this LRT work.

Greg Kent/
Heather
Sanders

TAC 4.4 MRC presented a number of 11x17 drawings which outlined the preliminary geometry for ramp and intersection modifications. These drawings have been appended to these notes.

- For the west bound off ramp at Vanier an additional lane was added to the south side of the existing ramp. There will be provision for two left turn lanes and a bus lane adjacent the island on the north side. The City noted that the design will need to consider the location of the detector loops in relation to the bus stop. The requirement for the buses to turn south bound was discussed. OC Transpo is to confirm if this movement is required. MRC indicated that based on their most recent work for the OLRT revisions, the number of buses turning south from the west bound off ramp will be reduced and this movement may not be required. There is not room at this location for a triple left turn and the left turn can't be pre-empted as it will be combined with a through movement.

Heather
Sanders

TAC 6.4 **Traffic Management and Staging
Update Rapid Lifts**

The staging area for the Belfast structure has been revised to MTO property at the corner of St. Laurent boulevard and Triole Street. The staging area will be close to St. Laurent Boulevard. The bridge will be transported up the existing W- N/S ramp to the highway. This will require police presence to close St. Laurent at the signalized intersection as well as the removal/adjustment of traffic poles and various utilities. MRC noted that the detour route for the Belfast structure utilizes Tremblay Road and puts the traffic back on the highway via the S-E ramp at St. Laurent. Ramp traffic during the 17 hour closure will be interrupted for 10 minutes while the bridge is transported across the ramp. Signals will be out of Service and police will be used to direct

PROCEEDINGS:

**ACTION
BY:**

traffic during this short duration. The City requested details be sent to Phil Landry of the Signals Branch

MRC

TAC 7.2 The City questioned whether consideration could be given to include two watermain sleeves to be installed across the highway for future watermain crossings. MRC indicated that this could be accommodated as long as the information is received by March 15, 2012. The City will confirm if crossings are required and their location.

City

MTO confirmed that the additional borehole at the river has been completed and the information will be passed on when received. Boreholes for the section at Belfast to be completed next week.

TAC7.3 **OLRT Updates**

MRC has completed their study for the City and the following provides a summary of the finding:

-
- MRC briefly reviewed the modifications being done at Labelle and Lemieux and Lemieux and St. Laurent *The proposed design has been incorporated into the current design review awaiting drafting.*

NCC requested to be provided details of the expected traffic flows to be using the Aviation Parkway. *The information was provided to NCC.*

TAC7.8 **Traffic Staging- Rapid Replacements**

MTO stated they have scheduled a presentation to MTO Senior Management next week and questioned the attending whether anyone had any major issues with the staging concepts that have been presented to date and the required ramp impacts and proposed closures of Lees Avenue, the E/W to Hwy 417 WB ramp at Lees and the N-W ramp at Vanier. The City did not have any major concerns. It was noted that some of the detours for the rapid lifts require the use of the Aviation Parkway for truck traffic. NCC requested that the details be sent to them for internal review. *Details were sent to NCC and will be discussed as a new agenda item*

The City noted that when they were doing some work on Nicholas recently, they were not permitted to put truck traffic on the Vanier Parkway. The situation for this project differs in that Highway 417 is closed and traffic can't be sent further west to another interchange. *The truck volumes were provided to the City who is to speak to the*

City

PROCEEDINGS:

**ACTION
BY:**

Councillor to determine if Vanier could be used for a truck route for the rapid replacement detours only.

TAC7.9 There was some discussion concerning the cost sharing agreement for the City bridges. It is the City's position that the waterproofing and the pavement above it is MTO's cost and any repairs to the structure itself are the City's cost. The widening of the structure as it is triggered by the roadway widening would appear to be an MTO cost. If monies are needed in 2013 the funds need to be set up in 2012. The MTO and the City require discussions to confirm the cost sharing agreements. *MTO will be responding to the City's proposed cost sharing in the next week.*

TAC8.2 **Watermain**

MRC provided the City with up to date section for the watermain in the Belfast Road area based on TSB latest test holes which were completed between the existing valve chambers. Some vertical elevations were revised but overall the changes were minor. MRC's design with the use of a Durisol type retaining has remained unchanged.

There was some discussion as to how the City would access the manholes behind the retaining wall sections which are now much higher than the existing concrete barrier. The City was going to review the type of equipment they need to get to the valve chamber location such that MRC can review access provisions.

City/MRC

TAC 8.4 **PIC Materials**

MTO indicated that the Public Involvement Centre has been delayed until later in January 2012. MRC indicated that the following displays are anticipated:

- Existing conditions for environment and traffic
- Ultimate construction during bus operation
- Ultimate operation after removal of buses
- Staging drawings
- Ramp closures
- Traffic diversions for Rapid Replacements

It was indicated that the City must determine or co-ordinate what they wish to show at the PIC.

The City is to attend the PIC dry run on January 25, 2012 to coordinate the efforts of MTO and the City.

PROCEEDINGS:

**ACTION
BY:**

TAC8.6 Traffic Staging Updates- Rapid Lifts

- For the Belfast structure EB traffic will get off at Vanier and use Tremblay Road and return to the highway via the S-E ramp at St. Laurent. WB traffic excluding trucks will use the Aviation Parkway/Ogilvie/Coventry to return to the highway via the N-W ramp at the Vanier interchange. Trucks will be directed to exit at Innes and proceed via St. Laurent/Ogilvie/Coventry and the N-W ramp at Vanier interchange. NCC requested the truck route be indicated
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- Lees Avenue detour configurations have changed from those previously presented. *Post Meeting Note: The previous configuration had a long route for trucks destined to Quebec which MRC are presently reviewing and attempting to shorten by allowing trucks to exit at Nicholas. MRC have reviewed the route to Quebec and have the EBL exiting at Nicholas which shortened the route but the WBL still exit at Vanier Parkway.*

TAC8.9 NCC Business

MRC confirmed that there would be no truck traffic on the aviation parkway as a result of the Rapid Bridge Replacements.

MTO confirmed that the Licences of occupation are required by the start of June 2012 .

There was some discussion concerning contractor access to the Hurdman staging area on the east side of the river. There are two options available:

1. Via the Hurdman station along the existing bike path alignment.
2. From the W-N/S off ramp at the Vanier Interchange.

MRC feels that Option 2 is the preferred option and it would involve the clearing of the existing vegetation along the fence/property line for a width in the order of 10 m to provide an access road to a point where an existing pathway/ gravel roadway can be utilized. NCC noted they have an overall restoration plan for various NCC properties throughout the City and the site at the river on the SE quadrant is one of the locations being reviewed. NCC to review further internally to establish what is being done and how it relates to the MTO plans/requests for property

PROCEEDINGS:

**ACTION
BY:**

access. MRC noted that they will be completing an assessment of the existing vegetation on all NCC properties related to this project. *The assessment has been completed and the report is being prepared.*

The Ministry needs to initiate an advanced clearing contract to take place prior to April 1, 2012 to avoid any conflict with the migratory birds window. After April 1, 2012 all treed areas identified for removal would have to be inspected by an avian biologist to determine if there are any active nests. If so then the trees would have to be protected until the nests are inactive. MTO will have to get all necessary information to NCC to allow NCC to expedite the issuing of the "License of Occupation".

MRC/MTO

TAC 9.3 MRC presented the current issues related to the watermain specifically associated with the Hurdman Bridge Rehabilitation to all the members of the TAC. There will be two contracts which will impact the watermain at the bridge. Contract 1 which is scheduled for start in mid-June 2012 and Contract 2 which is scheduled to start in mid-October 2012.

Contract 1 involves the construction of the pier extensions for the eight existing piers (four per side). The pier extensions on the north side have no impact on the watermain. A causeway will be constructed to access the piers. The causeway and/or the construction will physically impact the concrete encased watermain. The construction schedule will impact the watermain because of the requirement from the City that the watermain work on the westerly piers occur after October 1, 2012. MRC have presented an option to place either a steel plate over the concrete encased watermain trench or use a low height culvert to physically protect the watermain. The timing issue will require that the construction window for the westerly two piers be altered to respect the October 1, 2012 constraint. MRC are reviewing whether the causeway can be retained from the east and extended to do the work on the last two piers or whether the causeway is removed when the two easterly piers are completed and a new causeway is constructed from the west side. This approach reduces significantly the risk of any flooding due to the having the full causeway in the water at that time of the year. *It has been decided to access the two westerly piers from the west side of the Rideau River with construction to commence on or about October 1, 2012 and extend to the end of November 2012.*

MRC

MRC to provide the City with a copy of the memo and further information on the schedule.

MRC

PROCEEDINGS:

**ACTION
BY:**

The use of the causeway from the west side will require access to the west approach through the University of Ottawa property and implementation of the temporary limited interest a month sooner than currently anticipated for Contract 2. This may conflict with the U of O completion of the sports field. This is under discussion with the U of O by MTO.

MTO

The contractor will have to cross the watermain to get from the staging area to the bridge site. A protection scheme will be proposed for these crossings. *The protection scheme will be consistent with the scheme proposed for the watermain under the water (steel plate with a flange to raise the plate off of the ground).*

MRC

Contract 2 will impact the watermain at the west abutment. There is a physical conflict. MRC have proposed a cantilevered abutment and wing wall to physically avoid the watermain. A protection system will still be required during construction. It is anticipated that the protection system will be similar to the system provided at the Carling EB bridge work completed earlier in 2011. Even the protection system will require disturbance of the fill material above the watermain by either a reduction in the fill or an increase of the fill to the west of the bridge and potentially at other locations where the highway widening is over the watermain (additional cross sections beyond the bridge will be provided to the City). *The cross sections were provided in hard copy and digital ACAD.*

MRC
CITY

The City will provide some guidelines for the impacts of adding or removing fill from the watermain.

City

MTO has initiated a study to determine the vibration readings on watermain from the current traffic at key locations along the watermain where construction is anticipated. MTO will provide the results to the City. The results will be used to establish vibration limits during construction. *See later meeting item.*

TAC 9.5 MRC have reviewed the cyclist and pedestrian conflicts at the west abutment of the Hurdman bridge and the adjacent construction staging area for the contractor. To separate the two groups MRC are proposing that the pathway from the north proceed under the Hurdman bridge, under the NCC pedestrian bridge and proceed southerly on a temporary or final alignment behind the University of Ottawa sports field. This alignment is already on the City of Ottawa bike plan for future

PROCEEDINGS:

**ACTION
BY:**

implementation. This needs to be expedited to provide a safer work area. The pedestrians and cyclists crossing the pedestrian bridge to and from the east will also be directed to the south where they would tie into the temporary pathway. The geometry will be below standard given the available space and the construction activities. MRC will provide an up to date plan of the proposal.

A meeting between the City, MTO/MRC and U of O is required to obtain commitment from all parties to the proposal and then the funding will have to be put in place. *A meeting has been arranged with U of O for January 18, 2012.*

- TAC 10.2 MRC confirmed the intention of MTO to proceed with an advanced pier contract. Submission for Technical Review – MTO will be February 10, 2012. Based on previous discussions at various levels at the City, the two westerly piers will be constructed between October 1 and November 30, 2012. Access to U of O property will be requested for mid-September.

MTO is proceeding with the investigation of current vibration levels both frequency and amplitude to establish baseline readings to be used in the preparation of control specifications. Golder will undertake the work and provide input into the specifications. MRC identified that there were essentially three types of construction that would impact the watermain: 1) Construction related to widening the highway (approximate Sta. 30+865), 2) construction at the southwest abutment and the proximity to the watermain at this location (approximate Sta. 30+140) and 3) construction where the watermain is parallel to the highway but at a reasonable off set from the construction (approximate Sta. 11+575). Readings will be taken at locations which are representative of these construction types. Locations identified will coincide with the previous investigations to determine the location of the watermain completed by TSB. City staff were in agreement with the approach.

MTO/MRC

- TAC 10.3 MRC presented the staging of Vanier/Riverside required for the grade raise on the roadway to obtain the proper clearance over Hwy 417 and the staging for St. Laurent Blvd for the bridge work at the pier and abutments.

The Vanier/ Riverside staging would have the construction occur in two stages. Stage 1 would construct the northbound lanes for approximately

PROCEEDINGS:

**ACTION
BY:**

one week prior to the rapid replacement and the southbound lanes for approximately one week after the rapid replacement. Two lane two way operation of the roadway would be required for that period of time.

The St. Laurent staging would occur in three stages. Two independent stages for the abutments and one for the centre pier. For each of the stages St. Laurent Blvd. would be reduced to two lanes in the direction adjacent to the construction for the period of the construction which generally would be 3-4 months per structural element.

TAC 10.4 MRC presented a bike path utilization approach during construction of the Advanced Pier Contract and the Main Highway Contract as follows:

Advance Pier Contract

- The NCC bike/pathway would be operated through the construction area from construction start in June to construction completion in early October. For this period “traffic control” signing and flagging will be identified.
- The City bike/pathway would operate normally until the construction on the west side commences in late September. At that point the bike/pathway would be closed for the season and alternate routes identified. If the temporary bike/pathway connection between the NCC and City bike/pathways is constructed by U of O prior to the late September construction start then it can be diverted immediately from the end of the bike/pathway crossing of the Rideau to the temporary bike/pathway. If not it will be constructed in the spring of 2013.
- The City asked if MRC could provide a list of the reasons why the bike/pathway could not be open at this time.

Main Highway Contract:

- NCC bike/pathway will be closed at the start of this contract. The bike/pathway will be realigned away from the Hurdman bridge abutments in the spring of 2013 and the bike/pathway opened on the new alignment prior to the Victoria Day weekend. With the exception of overhead protection and warning (by signing and possibly flagging at critical construction times) the bike/pathway will remain operational on the realignment for the duration of the contract and reinstated at the end of the contract.
- City bike/pathway will be realigned away from the Hurdman Bridge abutments, under the bike/pathway crossing of the Rideau River southerly to tie into the already functional temporary

PROCEEDINGS:

**ACTION
BY:**

pathway or to a newly constructed temporary pathway in the spring of 2013 and the bike/pathway will be opened on the new alignment prior to the Victoria Day weekend. With the exception of overhead protection and warning (by signing and possibly flagging at critical construction times) the bike/pathway will remain operational on the realignment for the duration of the contract and reinstated at the end of the contract.

City/NCC

MRC are looking for comments from the City and NCC.

TAC 10.5 MMM provided an overview of the current CSD elements and the landscape plan for the corridor. The plant selection is intended to support the CSD requirements. There are restrictions on planting in the vicinity of the watermains. Only shrubs with shallow root structures are to be used. Trees should be kept 10.0m from the watermains. NCC suggested that trees be used where possible since they have a much higher survival rate in the environment of the highway. MMM will be following the recommended plant species identified by MTO based on past experience.

MRC provided a preliminary retaining/noise wall elevations for the three primary locations. The elevations provide an insight into the actual wall face that is required based on fill heights. This may impact the ability to alternate colours and patterns. Further discussion is required.

MMM/NCC/
MTO

TAC 10.6 Representatives from Ottawa Hydro provided an update on the relocations required on the project, specifically at the Belfast Bridge. The other relocations have been resolved conceptually.

Currently Ottawa Hydro has cables in the east side of the Belfast bridge over the highway and an overhead line to the east of the Belfast bridge. The lines in the bridge will be transferred to the west (either between “Best Buy” and “Canadian Tire” on the north side of Hwy 417 or between “Canadian Tire” and Enbridge) to be placed into a duct bank constructed via a tunneling, jack-and-bore or similar operation to get under Hwy. 417 and the transitway and the associated utilities (watermain and stormsewer). The overhead line will be transferred to the west of Belfast to the west of the proposed Bell relocation of its cables in the Belfast bridge.

NCC noted that they own property in the transitway corridor and a

Hydro

PROCEEDINGS:

**ACTION
BY:**

licence of occupation would be required to undertake the work and additional agreements may also be required if this is permanent relocation. NCC indicated that they would like to see a detailed description of the work to determine if it would trigger a CEAA requirement.

Ottawa
MRC

The design will be done in Hydro’s Q2, construction in Q3 and rewiring in Q4. They will be out of the Belfast bridge at the end of 2012.

TAC 10.6 The City identified that they have fiber-optic cable in an interconnect duct along the Central Transitway. MRC will review the base plans.

MRC

TAC 10.7 MRC had a discussion with the City related to the VMS sign to be installed east of the East Transitway off ramp from OC 174 to the transitway in the westbound direction. MRC will circulate drawings to Angela Taylor to review the required width of the overhead structure based on the proposed EA for OC 174.

MRC

TAC 10.8 The meeting adjourned at 4:00 p.m.

The foregoing represents the writer’s understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 613-736-7200.

Notes prepared by,

McCORMICK RANKIN CORPORATION

M. Goetz, P. Eng.,
Project Manger

cc: list all attending, TAC Team

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