

Memorandum

To: Heinz Vogt (SMV Architects)

From: Lawrence Rutledge (JSW+)

Project: 401 March Road – Derailment Protection

Project No: 14-32

Date: January 15, 2015

Subject: Section 'E-E'
Derailment at the curb line of
March Road

As a result of the discussions with the City of Ottawa and their rail operator on November 18, 2014 at Ottawa City Hall, JSW+ Associates and Golder Associates prepared and modelled a derailment at a new location called section 'E-E'. The location of this section is at the south bound curb line of March Road (see the attached plan) for a west bound travelling train at 40 km/hr. The City's rail operator also requested that the derailed train consist of 1 locomotive (at 263,000 lbs) and 7 freight cars (200,000 lbs each).

The reason for the selection of this location, in addition to the other locations already assessed, was that the rail operator believed that this location would likely be the most susceptible to a potential derailment. The tracks are at a level crossing and therefore the tracks are more prone to having debris or ice build-up at this type of location.

Attached to this memo is Golder Associates January 15, 2015 letter explaining the assumption that they used when modeling the derailment at section 'E-E'. It should be noted that for the locomotive and rail cars that they assumed no cutting into the ground by the trains bogies (wheel assemble) and that the train would not accordion, but continue in a straight line. Therefore the assessed travel distance by the model of the derailed train is conservative, in that the result is further than what would be realistically expected.

January 15, 2015

Project No. 12-1321-0069.2000

Mr. Lawrence Rutledge
Johnson Sustronk Weinstein + Associates
10, 20 Mural Street
Richmond Hill, ON L4B 1K3

RE: IMPACT CRASH ATTENUATION ANALYSIS - 401 MARCH ROAD – REVISION 2

Dear Mr. Rutledge,

Further to your email request dated November 21, 2014 Golder Associates Ltd. (Golder) has carried out a crash attenuation analysis for the proposed development at 401 March Road, Kanata, in the City of Ottawa, Ontario. The objective of the analysis was to assess the distance a single locomotive with seven freight cars might travel in an event of a train derailment at a speed of 40 km/h.

Based on information provided to Golder by Johnson Sustronk Weinstein + Associates (JSW + A), the analysis was undertaken on the basis of the following assumptions:

- The construction of the swale and drive through lane consists of a fill compacted to provide an internal friction angle of 30° to 35° for clayey soils and granular road base, respectively.
- The locomotive and freight cars would act as a single composite train car.
- The train would be travelling westbound only.
- The train would derail and immediately travel at an angle of 22° to the tracks.
- No deflection of the train off the berm are accounted for and the full energy is applied directly to the berm.
- The cross-section of the train is constant, axles and wheels are not considered in the analysis.
- The train at section E-E (see Appendix A as provided by JSW + A) will undergo sliding and will impact the 0.5 m high retaining wall, then the sloped berm of height 1.15 m and continue traveling through the berm of 1.15 m until it stops.

The following case of direct impact was analyzed:

- A composite train comprising a locomotive car weighing 119,295 kg pulling seven freight cars each weighing 90,719 kg which does not articulate at the joints of the cars.

Our analysis determined that a composite train travelling at an initial speed of 11.1 m/s (40 km/hour), derailed at Section E-E, would have a distance of penetration of about 32 m beyond the property line along Section E-E. The fugitive train will slide for approximately 33 m within the railway right-of-way where it intercepts the beginning of the berm just outside the property line. It will then travel through the berm for approximately 7 m to the property line. The fugitive train is estimated to travel a total of 72 m from the tracks along Section E-E towards the Gas Bar Convenience Store. Significant damage to the proposed road and landscaping are anticipated in the event of a derailment. The train will come to rest on a landscaped area to the east of the Gas Bar Convenience Store and attention should be paid to the potential damage to the hydrocarbon storage tanks in this area.

Details of the attenuation analysis are attached in Appendix B.

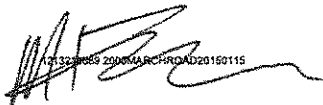
We trust that this report meets your present requirements. Please contact the undersigned if you have any questions or need further information.

Yours truly,

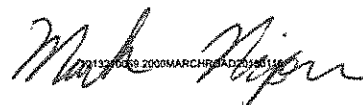
GOLDER ASSOCIATES LTD.

Prepared by:

Reviewed by:



Matt Ryans, E.I.T. (AB)
Geotechnical Engineer



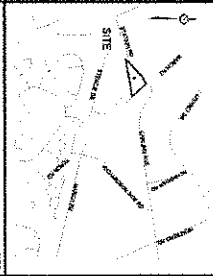
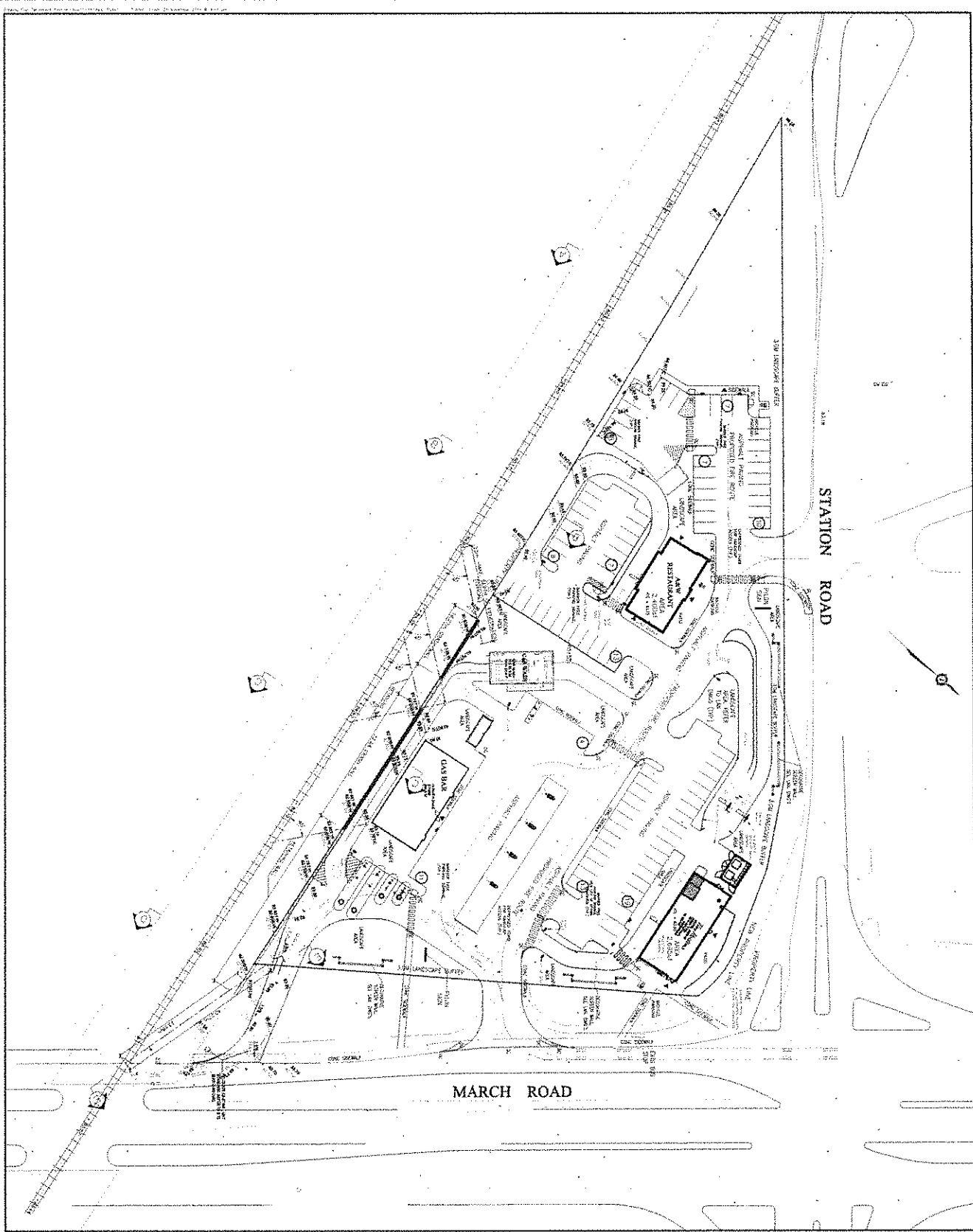
Mark Nixon, M.Sc., P.Eng.(AB)
Associate, Geotechnical Engineer

MR/MN/mes

Attachments: Appendix A – Crash Wall Analyses
Appendix B – Figure 401 March Road provided by JSW + Associates

APPENDIX A

Figures 401 March Road provided by JSW + Associates



KEY PLAN

ELEVATION NOTE

1. ELEVATIONS SHOWN HEREON ARE REFERRED TO EMBLEM CENTER
 2. UNLESS OTHERWISE NOTED

NOTES

1. FOR LOCATION OF SETBACKS SEE PLAN AND E-SECTION TO FRONT
 2. SEE E-SECTION TO FRONT

SURVEY CREDIT

1. SURVEYOR'S CERTIFICATE AND CERTIFICATE OF QUALIFICATION
 2. SURVEYOR'S CERTIFICATE AND CERTIFICATE OF QUALIFICATION
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JSW+
associates

1000 EASTERN AVENUE, SUITE 1000
 TORONTO, ONTARIO M4M 1B7

STARBANK DEVELOPMENTS
401 CORP.

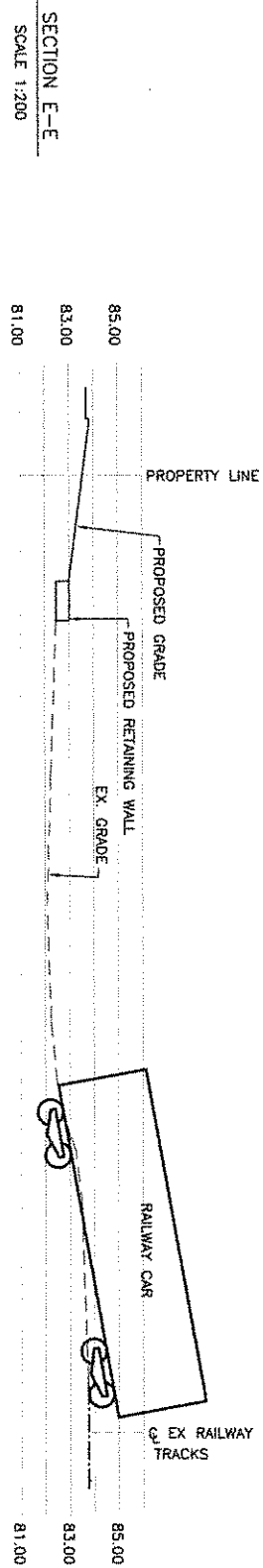
401 MARCH ROAD
 KAMATHIA, ONTARIO


DEVALUATION PROTECTION PLAN

NO. 14-32

DATE: 14-32

DP-1

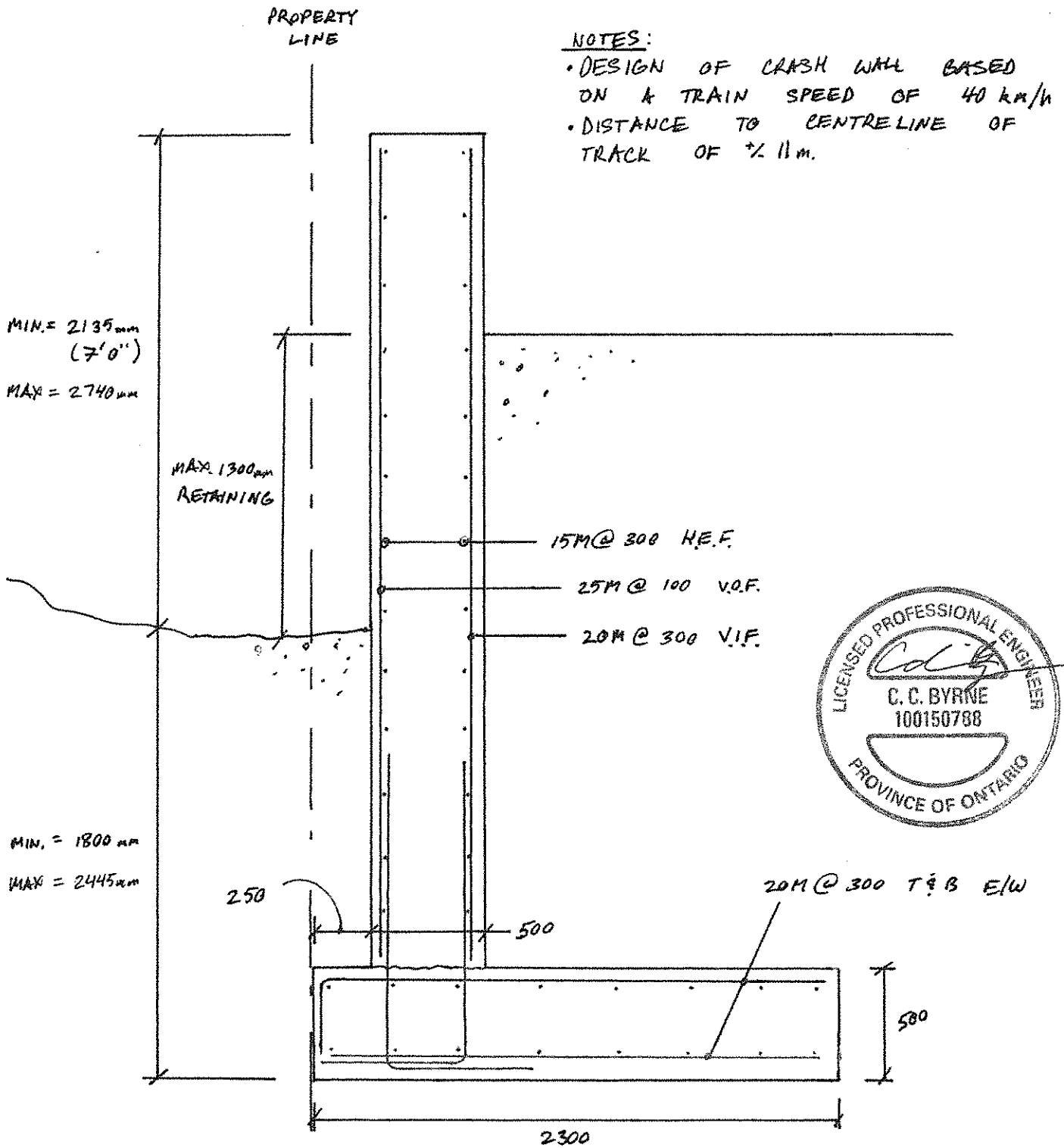


 <p>JSWT+ CONSULTING ENGINEERS ASSOCIATES</p> <p>INCORPORATED 2008 FOR FEDERAL AND STATE REGISTRATION IN CA</p>	
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SECTION E	
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Designed: L.T.	Date: NOVEMBER 2014
Drawn: W.O.	Drawing No.: EQ-3
Job No.: M-32	

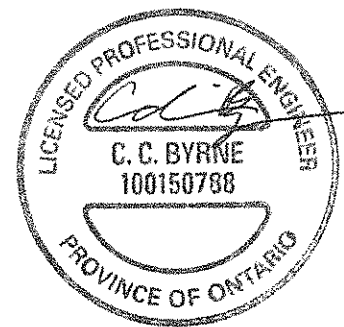
APPENDIX B

Crash Wall Analyses

Time (s)	h at n (m)	Acceleration (No units)	A Dist. (m)	Penetration Distance (m)	Distance from Track (m)	Velocity (m/s)	Ke Zone			Incr Energy (kJ)	E Energy (kJ)	
							1	2	3			
5.49	1.15	0.22	0.02	37.85	71.25	1.58	131.67	131.67	1504.62	1638.48	25.19	45953.00
5.50	1.15	0.22	0.02	37.87	71.27	1.56	131.67	131.67	1505.16	1636.62	25.75	45878.75
5.51	1.15	0.22	0.02	37.86	71.28	1.54	131.67	131.67	1505.49	1637.18	25.40	45904.14
5.52	1.15	0.22	0.02	37.89	71.30	1.52	131.67	131.67	1505.62	1637.49	25.05	45929.19
5.53	1.15	0.22	0.02	37.91	71.31	1.50	131.67	131.67	1505.15	1637.81	24.70	45953.89
5.54	1.15	0.22	0.01	37.93	71.33	1.48	131.67	131.67	1505.47	1638.14	24.34	45978.23
5.55	1.15	0.22	0.01	37.94	71.34	1.45	131.67	131.67	1505.78	1638.45	23.99	46002.22
5.56	1.15	0.22	0.01	37.96	71.35	1.43	131.67	131.67	1507.10	1638.76	23.64	46025.67
5.57	1.15	0.22	0.01	37.97	71.37	1.41	131.67	131.67	1507.40	1639.07	23.29	46049.16
5.58	1.15	0.22	0.01	37.98	71.38	1.39	131.67	131.67	1507.71	1639.37	22.94	46072.10
5.59	1.15	0.22	0.01	38.00	71.40	1.37	131.67	131.67	1508.00	1639.67	22.59	46094.68
5.60	1.15	0.22	0.01	38.01	71.41	1.34	131.67	131.67	1508.30	1639.96	22.23	46116.92
5.61	2.15	0.22	0.01	38.02	71.42	1.32	460.21	460.21	2011.62	2471.83	32.88	46143.89
5.62	3.15	0.22	0.01	38.04	71.44	1.30	897.88	897.88	2620.26	3608.13	49.97	46169.67
5.63	4.15	0.33	0.01	38.06	71.45	1.27	1714.88	1714.88	3334.51	5649.17	72.60	46202.48
5.64	5.15	0.51	0.01	38.06	71.46	1.22	2640.88	2640.55	5354.64	7295.21	89.42	46371.89
5.65	6.15	0.76	0.01	38.07	71.47	1.14	3782.58	3785.58	7080.87	10648.48	128.07	46498.95
5.66	7.15	1.08	0.01	38.08	71.48	1.04	5089.72	5089.72	9113.34	14203.07	154.86	46654.60
5.67	8.15	1.47	0.01	38.09	71.49	0.99	6612.98	6612.98	11452.07	18095.05	174.40	46820.21
5.68	9.15	1.92	0.01	38.10	71.50	0.71	8335.38	8335.36	14086.60	22432.26	179.32	47008.53
5.69	10.15	2.44	0.01	38.11	71.51	0.47	10256.85	10256.65	17947.50	27304.35	159.86	47168.39
5.70	11.15	3.03	0.00	38.11	71.51	0.17	12377.47	12377.47	20303.21	32680.68	103.62	47272.01
5.71	12.15	3.69	0.00	38.11	71.51	-0.19	14687.20	14687.20	23863.06	38560.26	0.00	47272.01



- NOTES:
- DESIGN OF CRASH WALL BASED ON A TRAIN SPEED OF 40 km/h
 - DISTANCE TO CENTRELINE OF TRACK OF +/- 11m.



SECTION AT CRASH WALL
(1 : 25)