Read Jones Christoffersen
Consulting Engineers

Suite 500
144 Front Street West
Toronto, ON M5J 2L7
Canada

416 977-5335
Fax 416 977-1427
www.rjc.ca

November 3, 2014

SMV Architects
247 Spadina Ave., 4th Floor
Toronto, Ontario
M5T 3A8

Attention: Heinz Vogt

Dear Heinz:

RE: 401 March Road Crash Wall
Ottawa, ON **RJC No.: TOR.111874.0001**

The attached sketch of the railway crash wall at 401 March Road has been designed in accordance with the latest version of the AECOM Guideline for railway crash walls, which is the guideline used by CN Rail, CP Rail, and GO Transit. The Guideline specifies the procedure for determining the impact force of the engine and rail cars on the wall for various derailment scenarios, as well as certain minimum properties for the wall (thickness, height, etc). The train speed and distance from the track to the wall are the other main variables used to determine the impact force on the wall. In the case of the crash wall at 401 March Road, the low train speed of 40 km/h and approximately 11 m distance from the wall to the centreline of the railway yields a 0 kN impact force. In discussion with AECOM, they advised that for this scenario a nominally sized wall (with minimum parameters for height, thickness, etc.) would satisfy the requirements of the Guideline. As such, the attached design meets the minimum requirements of the crash wall Guideline while also serving as a retaining wall for the upper portion of the site.

We trust that this information is suitable for your needs at this time; however, if we can be of any further assistance, please do not hesitate to contact us.

Yours truly,
Read Jones Christoffersen Ltd.

Colin Byrne, P.Eng.
Project Engineer