



Rideau Transit Maintenance
805 Belfast Road
Ottawa, ON K1G 0Z4

September 23, 2020

Mr. Gonzalo Gomez
OLRT Constructors
1600 Carling Ave, Suite 450
Ottawa, ON K1Z 1G3

RTM Letter No:	RTM-OLR-18-0-LET-0066	
Replying To:		
Reference:		
Action Required:		

Subject: Trackwork Warranty Claim

Dear Mr. Gonzalo Gomez

As you are aware, during the heat of the summer, the track moved significantly more than anyone had anticipated. The impact of this has resulted in numerous TSRs (Temporary Speed Restrictions) and extensive work to introduce stress relief cuts during maintenance hours. RTM has suffered service penalties and the cost of unplanned works as a direct result.

RTM has engaged JBA to advise on the issues that we have seen and potential mitigations. Furthermore, discussions and meetings have been held with Kevin Vokey the Engineer of Record for the track. RTM has also had reports from SNC Lavalin's Dion Church too.

The result of all of this is that we believe that the issues we are experiencing, both related to temperature movement and ride quality stem from the design and construction phase of the project and are therefore considered a construction defect.

There appears to have been no maintenance undertaken on the track since it was constructed, other than the grinding that was done just after RSA and the greasing of switch plates and machines. It is clear that the ballast was never tamped from when it was laid until revenue service. This is some 3 years (2016 to 2019) with little or no maintenance. As a result of this, the guideway now requires extensive additional ballast and tamping. At RSA the rolling stock fleet had up to 10,000km per car, and in all this distance, the track had not been maintained. Furthermore, we know that the vehicles did not start dispensing rail lubrication until just before RSA, this has also impacted the condition of the rail.



With regards to the neutral temperature and the thermal stress in the rail, it would appear that the design has been insufficient. There are currently discussions ongoing with the City and Kevin Vokey about changing the neutral temperature in order to reduce the thermal track movement. We are currently trying to obtain acceptance from the City for a change in the PA to allow for a bigger break under cold conditions. If the City agrees to this then OLRTC may have an opportunity to claim some of these costs back from the City.

Attached is a breakdown of the work that is required to be undertaken to the track and where RTM believes the responsibility for the costs lies between RTM and OLRTC.

Under the warranty protocol OLRTC has the right to undertake these rectifications works directly if they wish, alternatively RTM can proceed on the agreement that OLRTC pays for its deficiencies. If OLRTC does not agree, we should raise this issue to RTG at the next Interface Committee Meeting for further discussion.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mario Guerra', is written over a horizontal line.

Mario Guerra
Rideau Transit Maintenance

Attachments:

Cc.: Bill McCormick, Tyler Mieke, William Coleman, Ricardo Umana, Steve Isbell, Selu Sithole, Anis Abayou, Hans Tenold & Ryan Legere, Document Control, Aida Roderer – OLRT-C

Nicolas Truchon - RTG

James Messel, Steve Nadon, Alex Turner - RTM