



## **ONxpress Case Study:**

# **Implementing a Dedicated Locator Model for the GO Expansion Project**



# Project Overview: GO Expansion

One of the largest rail modernization efforts in North America  
Multi-year transformation of the GTHA regional rail system

Scope includes:

- Proposed electrification
- Addition of 200 km of new track
- New stations, grade separations, corridor upgrades
- Operating model modernization enabling two-way, all-day, frequent service



Photo: A GO Train passes beneath the Bathurst Street Bridge



# Why Locates Are Critical in Rail Megaprojects

- Dense utility environment
- Rail corridors with multiple operators
- Restricted work windows due to active passenger + freight movements

## High stakes:

- Safety
- Multi-million-dollar delays
- Strict access rules
- Limited flexibility



## Initial State: Locates Managed Internally

- Six full-time internal staff
- Daily coordination with multiple locator firms
- Constant schedule conflicts due to limited track access
- Work windows required booking 8 weeks in advance
- Coordination inefficiencies:
  - Different LSPs attending on-site
  - Multiple teams calling locates for the same area
- Rail corridor rule changes caused frequent disruptions

**Result:** Model became unmanageable for a project of this magnitude.



# The Pain Points

## Scheduling Chaos

- Limited Work Windows
- Timing Mismatch

## Operational Inflexibility

- Constant rail-corridor rule and schedule changes
- One missed night of work = an 8-week delay.

## High Cost of Delays

- One stopped week = \$103,000
- Multiple teams duplicating requests increased gridlock

## Safety & Liability Risks

- Numerous utilities, private rail assets, and complex terrain
- Supervisors need advanced locate-reading skills to manage



# The Pivot: Choosing a Dedicated Locator Model

- ✓ **Flexibility**

Promark's DL team could be scheduled before locates were requested, eliminating the 8-week bottleneck.

- ✓ **Availability**

Dedicated resources = reliable night work, predictable support.

- ✓ **Safety**

One locator seeing the same corridor daily → better hazard recognition, fewer missed changes, proactive prevention.

- ✓ **Efficiency**

Only one locate required per shared area across all JV teams.



# Implementation Journey



## Measured Outcomes

### Schedule Stability

- No more cancellations
- Night work
- Special event disruption

### Cost Avoidance

- Eliminated repeated project shutdown cost
- Shifted internal cost → Promark DLSP
- Lower liability exposure

### Safety Performance

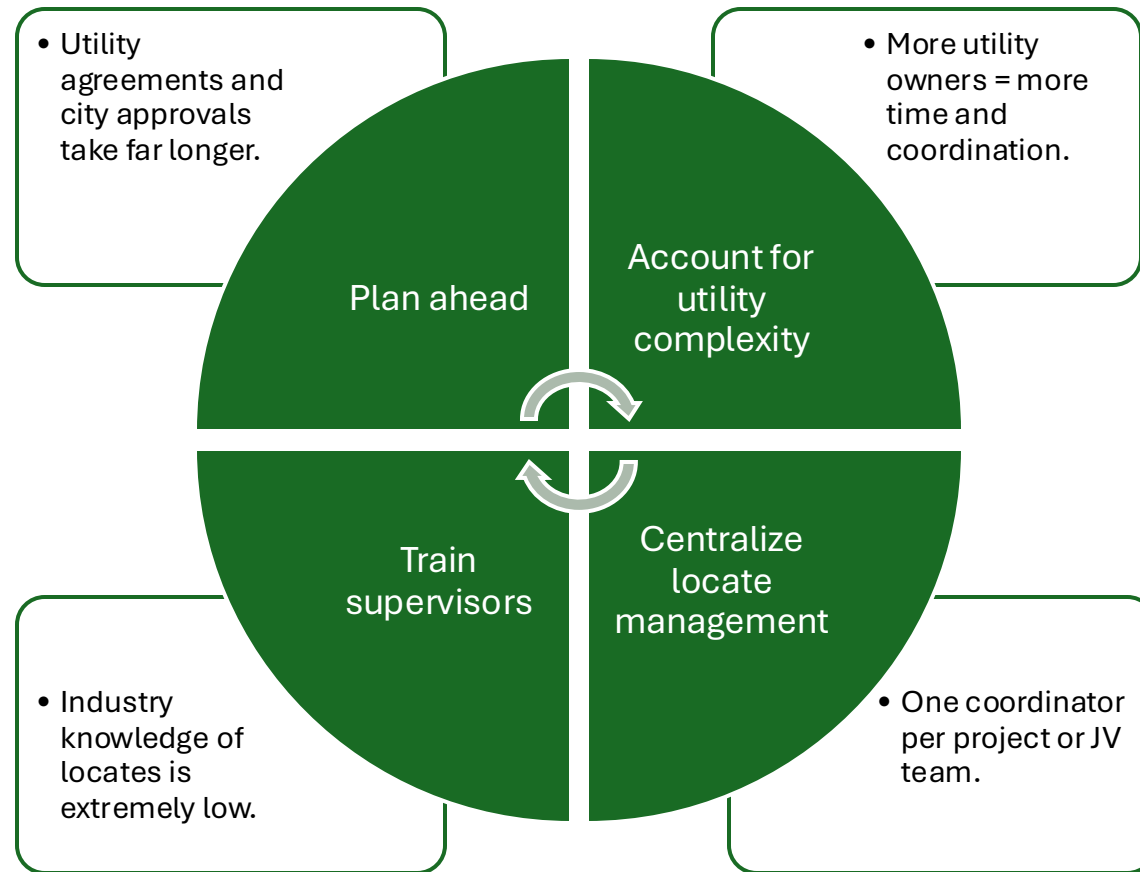
- Zero utility strikes
- Improved infrastructure awareness
- Better documentation and review workflow

### Coordination Gains

- Streamlined locates
- Reduced duplicated efforts from JV teams
- Utility partners align more efficiently



# Lessons Learned



# What Makes DL Work in Transit Megaprojects

- Rail corridors are unpredictable
- Train schedules override project schedules
- Most delays are outside of project control
- DL provides the only controllable lever: flexible, trained, dedicated coordination

The dedicated locator model transformed ONxpress locate operations from a reactive, fragmented system into a coordinated, proactive, safe, and cost-stable program.

**Key take away:** For megaprojects with complex site constraint, the Dedicated Locator Model is not just a productivity upgrade it's a project risk-reduction strategy.



# Internal Dedicated Locator Locate Resource Pilot Program

*Understand needs Collaborate on solutions Build a pathway to success*

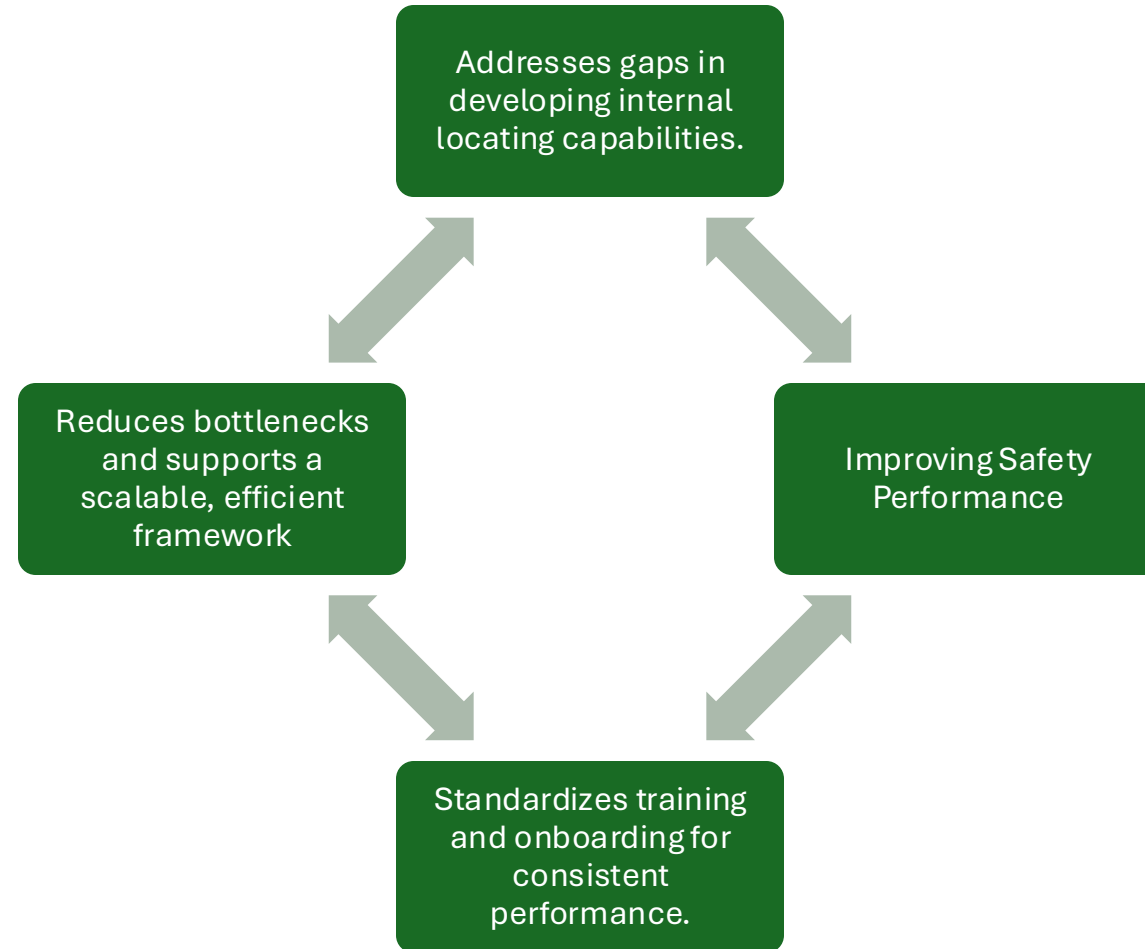


## Overview

NCHCA, high-risk infrastructure owners, and Ontario Dig Authority have launched a pilot in Ottawa to evaluate in-house Dedicated Locator resources, following increased industry interest after the 2022 OUINS Act.



## Purpose & Objectives of the Pilot

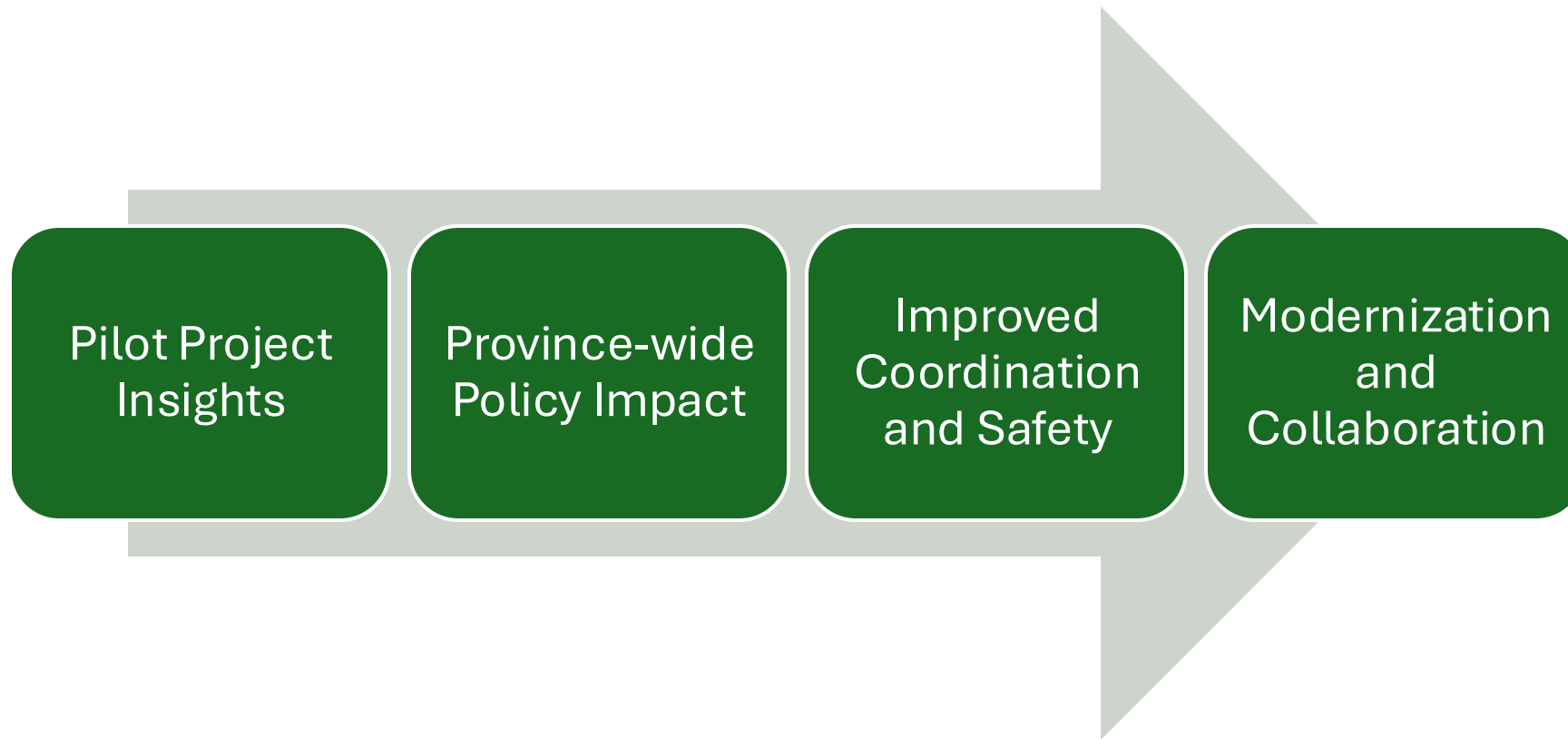


## Key Focus Areas of the Pilot

- Unified Deployment Standards
- Enhanced Stakeholder Coordination
- Scalable Project Management
- Building Predictable Environments



## Long-Term Impact and Value



**Questions?**

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